

HOW TO BUY AN
OLD CAR.

SNARES FOR THE UNWARY.

It is usually during the weeks succeeding the Show that some of the most desirable bargains in cars are to be discovered in the second-hand market. The new cars, however, have been ordered and delivered, in nearly every case on the part, exchange system, by which the old car represents a proportion of the price, and dealers all over the country are receiving or preparing to receive the old ones. The choice of a second-hand car has always been a rather difficult business, but within the last year or two the risk of getting a really bad bargain has been considerably lessened owing to the spread of what may be called "the one-year-car" habit. A very large number of motorists nowadays find that it pays them better, on the whole, to keep a car for a year only, and when the new model comes out to exchange it for a new one.

The reason for this is partly because they enjoy the use of the latest type, and partly because the second-hand value of a car which has only done a few thousand miles is obviously very much higher than it would be at the end of the second year. The gradual payment system, together with the part exchange scheme, has spread very rapidly all over the country, and it is the rule rather than the exception for really sound cars to be found in the second-hand department of most dealers' establishments.

In this connection I have just been told of two examples of second-hand value for which there does not seem to be any explanation. One is that of a well-known and very popular medium-powered car which cost about £350 a year ago, for which no less than £200 was offered by a large firm of dealers on condition that the latest model was bought in exchange. The other was that of an equally well-known luxury car costing in the neighbourhood of £1,600 three or four years ago, in excellent condition, with very high-class coachwork, the value of which has been assessed at under £400. These are probably exceptions of a kind for which there is no explanation.

The Wise Plan.

There are one or two things to be remembered by the inexperienced

when they are looking for a second-hand car which shall be of real value and not a mere money trap. The wisest plan, naturally, is to buy a car whose history is known, that is, one belonging to friends. Most of these deals are carried out with firms of whom "the other party" have long been customers, and it is obviously to the interest of the firms in question to see to it that their new customers get the best bargains possible. Yet, if you should hear that man Jones has been allowed £200 for his one-year old car, it is unreasonable to expect that you, Robinson, will get it for as little as that. As we have heard from the trade more than once, these second-hand car deals are based on very narrow margins of profit, and in order to secure a sale of some kind some firms are willing to sacrifice a good deal of the commission due to them on the sale of the new car. A profit must be made somehow, and it would be unreasonable to expect a business firm to be satisfied with less than they can get.

A good rule in dealing with a strange firm is to put yourself completely in their hands and at the outset to make it clear that, if you are satisfied with the second-hand car, you will place your order for the next one with the same people, and for that reason it is important to deal only with firms of established reputation.

Renovation.

Other points to be remembered when a suitable type of car has been found is to endeavour to assess the amount which will have to be paid before long in addition to the purchase price. Tyres may be worn and need renewal within two or three months. This will add, possibly £20 to the price. Parts of the running gear or engine may be in need of attention, and there is always a possibility, unless considerable caution is used, of having a repair and renewal bill to face before long. For that reason a proper trial should be made of the car, and in the event of wear being discovered a hard and fast estimate for the necessary overhauling obtained on the spot.

Second-hand cars are very often from the utility point of view quite as practicable purchases as new ones, but the exceptions may lead to painful experiences in the matter of a continuous stream of small bills, with the attendant worry of having an unreliable machine which may at any moment spring an unpleasant surprise on you.

Generally speaking, it is wiser to fix your choice on a type which has a workaday rather than a striking performance, on a car of moderate attainments rather than on a really fast one. Except in the hands of experienced enthusiasts, a car which has a high maximum speed has greater potentialities for giving trouble in its second ten thousand miles than one of the family type. Unless you know the late owner, it is wiser to pass over the "Sports" type and stick to the other. The Sports type is far more likely to have been driven hard, and therefore be in a more advanced condition of wear than one with a comparatively slow-speed engine, and coachwork designed for sober use.

The Coachwork.

Particular attention should be paid, of course, to the condition of the coachwork. If there are door rattles and other evidences of wear and looseness, it is essential to discover before you buy it how deep-seated the trouble is. A light rattle, to which you do not perhaps pay very much attention while watching the performance of the engine, may increase very rapidly after the car is yours, and lead not only to fresh expense in having it cured, but also to your being deprived of the use of the car for a considerable time.

Couch-building jobs of this kind are apt to take considerably longer than the circumstances seem to warrant. Another fruitful source of annoyance is stickiness in the window-raising apparatus, the cure of which usually entails dismantling the entire door. To a considerable extent you should be able to leave the responsibility of the condition of the machinery largely to the vendors, as it is to their interest to see that you have as little trouble as possible in this respect, but coachwork weaknesses must be sought for and traced on the practical trial run.

MOTORING.

IS IT TO REMAIN A
PLEASURE?

The open road is ahead; a fresh breeze bringing a glow into one's cheeks; and round about, on all sides, is beautiful country. Perhaps the track is laid through green pasture lands, verdant with lushy grass, and fed by a cool, placid stream; it may lie among mountains, their rugged heights towering upward to the skies, and forming grand silhouettes and impressing their majesty upon all. Or, perhaps the road is nothing but a mere track, stretching into the distance across parched and arid-looking plains, with but a shrub or two outlived against the blazing waste.

What matters it? There is beauty and interest in them, although one may appeal more to another. The main thing is that trips to just such scenes are possible, and are the heritage of every man, woman, and child to-day. To the motor-car do we owe such opportunities, and to the brains that have given them to us.

In its comparatively short lifetime the motor-car has been one of the most potent factors in the development of civilization. It has, in the space of a few years, opened up countless avenues of hitherto undreamt of pleasures and accomplishments. So rapid has been the advance of automobile engineering, and the motor industry in general, that it forces one to wonder what the future will hold. We are expected to be on the brink of even greater and more astounding discoveries, and it is said that we are as yet still only in the dawn of motoring progress. Perhaps we are; but unless we are careful there may be another more appropriate metaphor to apply to the position, viz., that we are in the twilight (Continued on next column.)

POPULAR SMALL
CARS.

LARGE OUTPUT.

The popularity of light cars is emphasized to an extraordinary degree by the Motor Show every year. It is on the light car stands, says *The Light Car and Cyclecar*, where the large crowds gather. It is the small cars which grip the public imagination because they extend such wonderful possibilities and are so remarkably economical and satisfactory in service. At the Motor Show this year there were 18 British makes, eight French, eight Italian and one Belgian, making 31 makes in all. Last year there were 33 makes of light car at the Show, and in 1927 there were 29 makes. These figures do not show that the manufacture of light cars is an increasingly popular occupation, but to those who understand the trade they indicate an extremely healthy condition. While the demand for light cars has increased enormously the number of makers shows no rise, revealing that big outputs are the rule to-day, with consequent material benefits to the user in first cost, service and general satisfaction.

of motoring progress, at least in so far as pleasure is concerned.

The fact is that the traffic question, which has for so long been a source of anxiety within the limits of the city, is quickly spreading far into the whole metropolitan area, and beyond that into the country. One has only to venture out on a Saturday or a Sunday along any of the main roads to see ample evidence of the threatening trouble. The never-ending procession of motor traffic is so great that driving is no longer a pleasure, while the bustling habits of so many car owners in their endeavours to pass each other render what should be a pleasant relaxation a period of rather trying alertness.

TYRES FOR LORRIES.

CHANGING-OVER FROM
SOLIDS TO PNEUMATICS.

It is most satisfactory to find such a greatly increased demand for vehicles equipped with pneumatic tyres, this not only applying to the lighter types but both to four-wheeled and six-wheeled models capable of carrying very heavy loads.

We know, states *The Commercial Motor*, of cases amongst chassis makers where it has been the practice to maintain a reserve stock of vehicles, but the call for those with solid tyres has been so small that those in stock are being provided with pneumatic equipment.

Amongst users, too, there is a distinct increase in the demand for conversion to pneumatics, but here a certain amount of caution should be exercised and expert advice obtained. An example of the trouble which may occur was the recent prosecution of a municipality which, by fitting pneumatic tyres on its buses and altering the wings accordingly, found itself in the regrettable predicament of being prosecuted by its local police for exceeding the maximum width permitted by law, which for vehicles above two tons unladen weight is 7 ft. 6 ins., and the vehicles of the municipality in question had as a result of the changes attained a width of 7 ft. 9 ins.

In some cases the alteration may involve difficulty with the bodywork and necessitate the provision of larger wheelarches. There is usually no trouble as regards the final drive ratio, because the larger tyres raise this somewhat and so compensate for the extra speed which it is possible to achieve. The movement, is, however, all to the good and one which receives the cordial approval of the Ministry of Transport and road authorities.

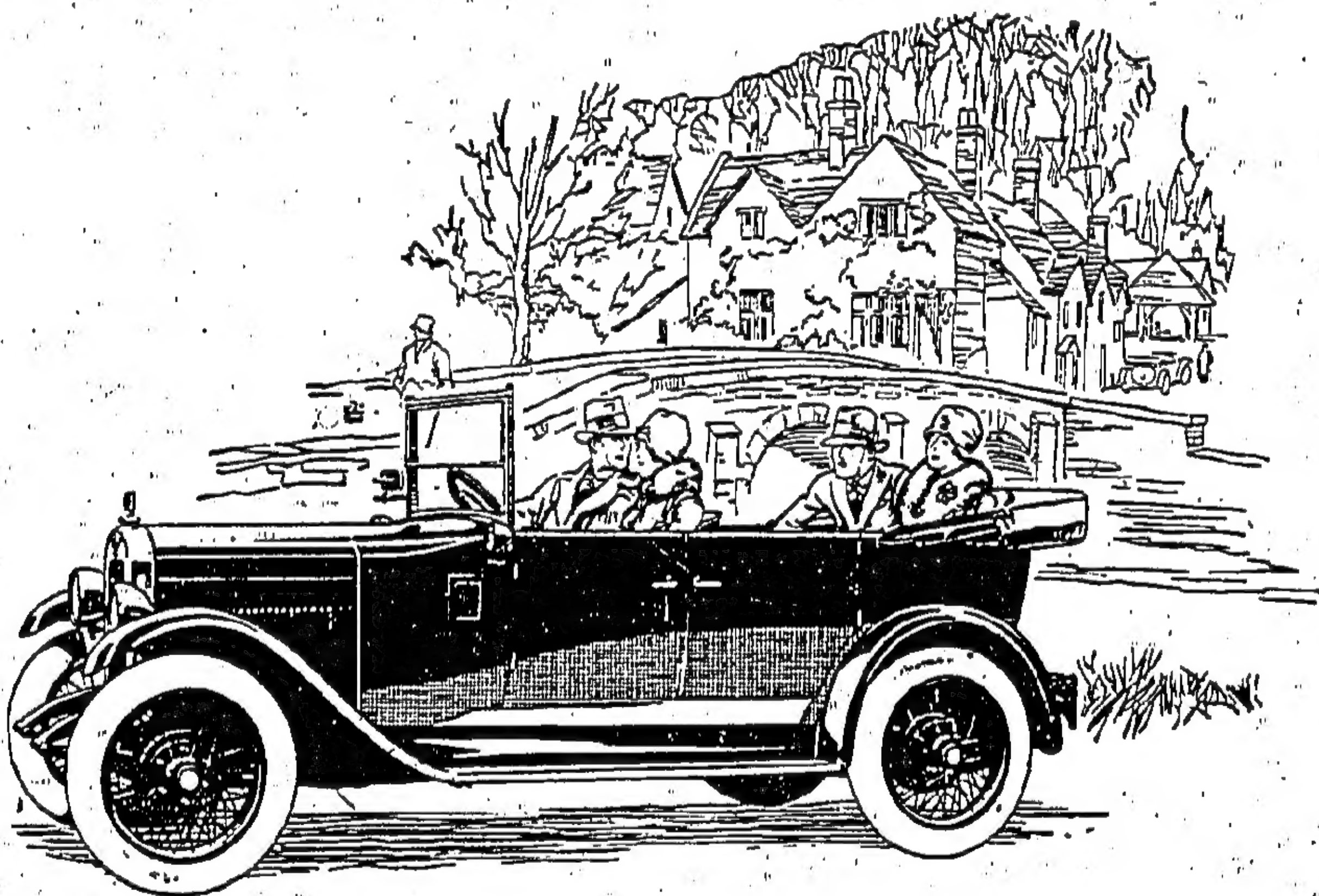
MOTOR CYCLING.

INTERNATIONAL TRIAL
FOR IRELAND?

An International Six Days' Motorcycle Trial must be held next year and it is the privilege of the Auto-Cycle Union to hold it in England if it pleases. Why not, says a contributor to *Motor Cycling*, hold the International Six Days' in Ireland? The country, in my experience, is peopled with extraordinarily hospitable folk who are, moreover, the very best of sportsmen. Ireland has plenty of bad roads, plenty of steep hills and a splendid variety of scenery. It has, furthermore, Governments which permit racing on the roads, so that a high-speed road test could be organized for the concluding day. It is not inconceivable that the end of the event could be arranged to coincide with the Ulster Grand Prix or one of the big car races, so that a road circuit would be fenced off and organized in readiness for the riders.

Learning to Motor-cycle.

There is, says a writer in *Motor Cycling*, so much bad driving about in these days of "Motoring for the Million" that I should like to prescribe for all "new motorcycleists" a dose of the finest driving lesson there is—trials riding. Whether taken in company, during an actual trial, or alone, practising, the medicine of freak hills is equally efficacious for teaching control, road sense, and confidence. The latter quality is the one which novices lack most; the mere suggestion that they should tackle a hill appals them; they are quite sure they could not climb it. This is precisely the attitude which makes them fail, and which hampers them in their road driving. The great truth which one learns after floundering about on a few hills is that it is all really much simpler than one thought, and that one can really control the machine quite easily. It is often said that the best way of learning to swim is to be thrown into deep water. My suggestion is somewhat analogous, although the process is not nearly so alarming. It is certainly safer for a novice to experiment on a lonely test hill than on crowded roads, for he cannot hurt himself or others; while he will learn more in a shorter time. I suppose I must have fallen off on half the test hills of Great Britain, but I have never sustained a scratch thereby.



EFFICIENT, GRACEFUL, & RELIABLE.

Further, for your comfort and contentment the Austin twelve embodies in high degree, all those features which the public demands in a medium priced, medium powered machine.

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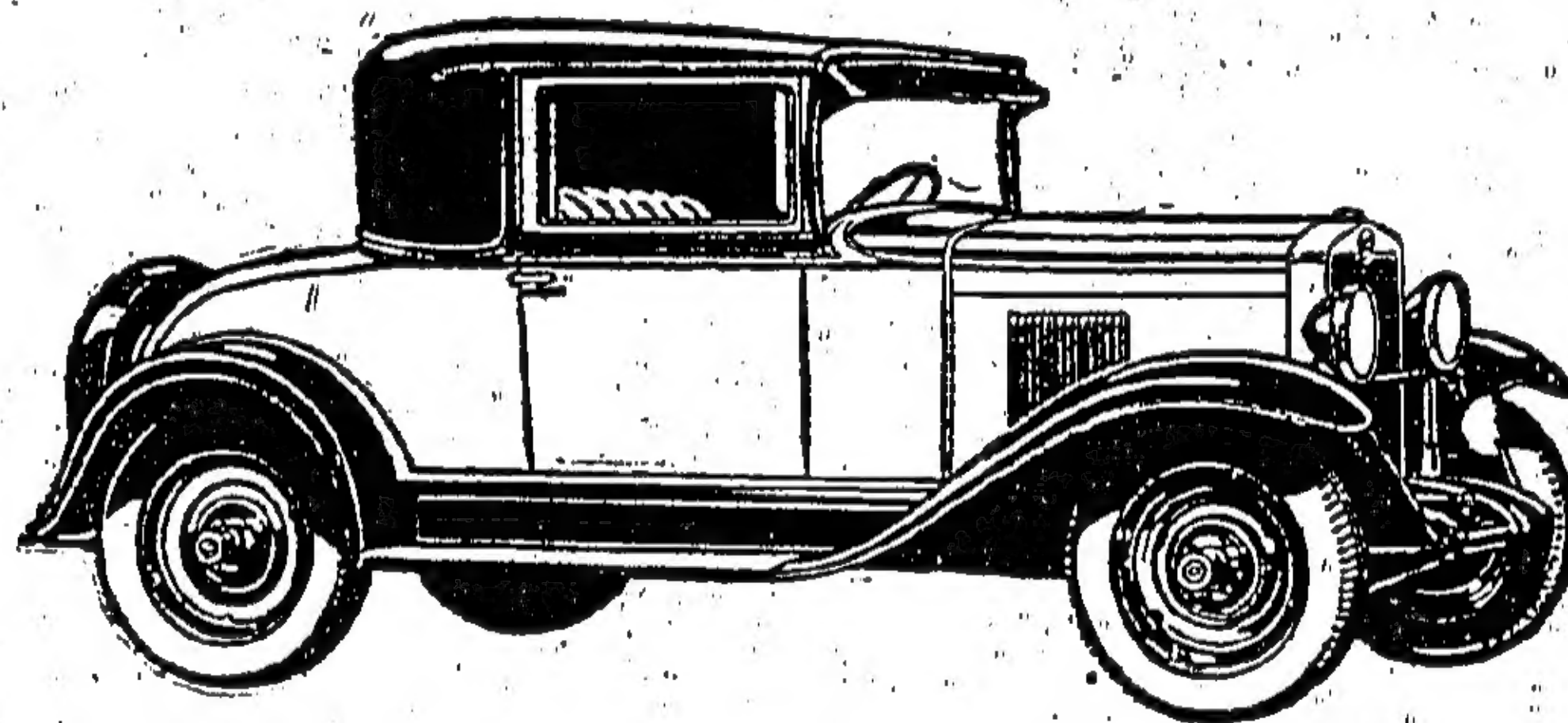
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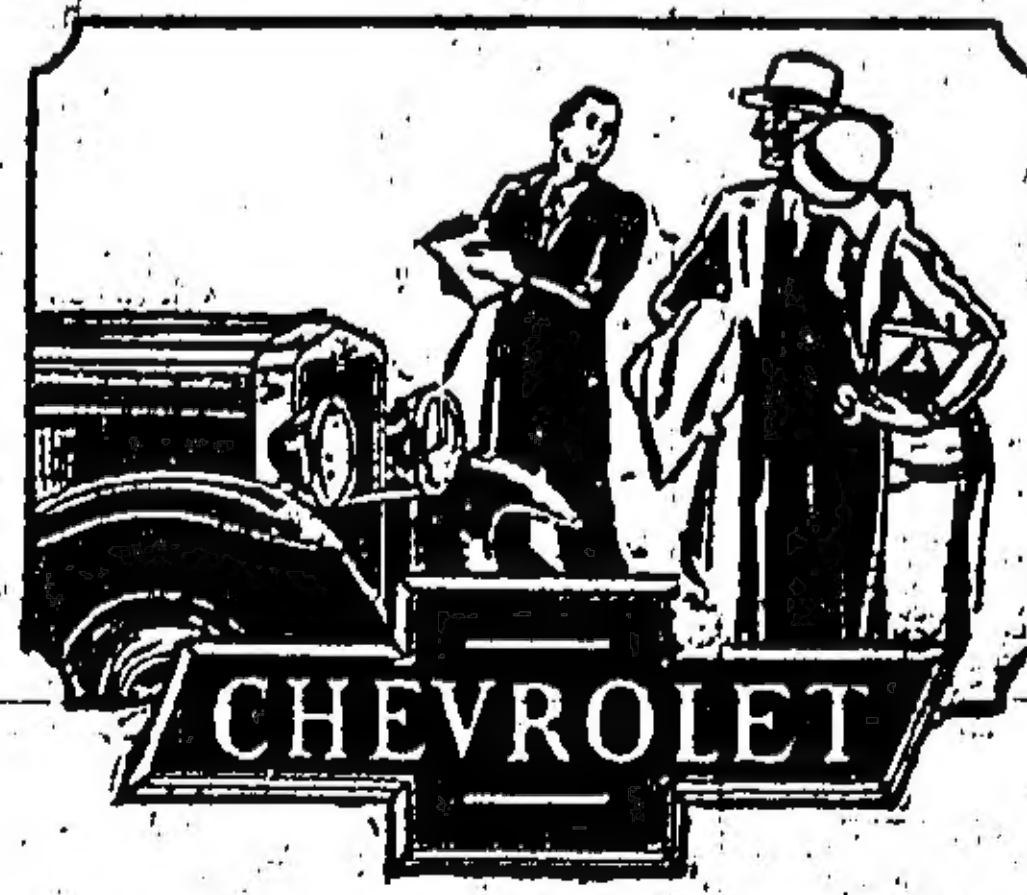
Year after year, in every country of the world Chevrolet has carried to new heights its reputation for brilliant performance and amazing economy.

But spectacular as Chevrolet's achievements have been in the past—notable as its engineering triumphs have proved themselves to be—the new car dwarfs every previous Chevrolet accomplishment.

Not only does it introduce into the low price field an entirely new measure of performance, comfort, beauty and style, but it is sold at prices that are so amazingly low as to alter every previous conception of motor car value.

And in addition, its sensational performance is made all the more remarkable because of its economy in fuel and upkeep—a quality that has been characteristically Chevrolet for 16 years!

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The New Chevrolet Coach upholstered in blue Corduroy.

The new Chevrolet Sport Cabriolet with convertible top and disappearing rear seat.

MOTOR NOTES

MOTOR CONGESTION IN PARIS.

RAPID INCREASE OF CARS.

NEW PARKING LIMITATIONS.

The Committee appointed by the Prefect of Police which for some time has been considering measures for dealing with the problem of Paris traffic met again recently and arrived at important decisions about parking cars. At present almost the only restriction on parking is that in certain streets cars may be parked only on one side, and the number of cars parked, often for hours together, even in the centre of Paris, is a great obstruction to the traffic. The Committee decided that on and after January 1, no parking at all shall be allowed between 10 a.m. and 8 p.m. in the narrow streets or in any of the streets leading into the Grand Boulevards, and that in the centre of Paris parking should not be allowed in any street for more than half an hour except on Sundays, when there is very little traffic in the centre of the town.

As no provision is made for parking cars on certain spots, as in London, these new regulations will mean that it will be impossible to leave a car standing at all in the central quarters of Paris. The Committee, however, suggested the provision of garages in which cars can be left, but not at the public expense; either garages will have to be constructed as a business speculation or the owners of cars will have to combine to construct them.

Increase of Taxicabs.

The problem of traffic in the centre of Paris has become acute. The number of cars in Paris, which in 1920 was only 31,000, increased last year to 230,000. It is estimated that it is still increasing at the rate of something like 140,000 a year, and if this rate of increase should continue circulation in Paris would become quite impossible in five years. There is, in particular, an enormous and steady increase in the number of taxicabs owing to the cheapness of the fares, which are only fourpence a mile. Yet even now it is almost impossible to find a taxi on the Grand Boulevards between 6 and 8 p.m. A large number of people living in suburbs outside Paris go home every day in a taxicab from their place of business.

In the crowded hours in the middle of the day it is almost useless to take a taxi to any place in the centre of Paris, and if, for instance, one takes a taxi from the Gare de Montparnasse with the intention of going to the Place de l'Opera, it is usually quicker to get out at the Gare du Nord, and walk up the Avenue de l'Opera. As for the Boulevard de Sebastopol and the Boulevard de Strasbourg, which leads to the Gare de l'Est, and the Rue Lafayette, which leads to the Gare du Nord, the traffic blocks in them are such in the crowded hours of the day that one can proceed more quickly on foot. It is not an uncommon thing to take half an hour or more, in a taxi to go a distance of a mile and a half.

The fact that many of the Paris streets are very narrow is, of course, one of the causes of the traffic blocks. Various solutions have been proposed, including underground roads, but the cost of them would be enormous, and the town of Paris could not possibly find the money for them in the near future.

SEVEN CARS IN A MIX-UP.

OLD MAN INJURED.

Seven motor-cars were involved in an accident at a bend on the Hlangollen road at Acrefair. The road was icebound and very slippery. Two cars collided on the bend, and the other cars on approaching the obstruction skidded in all directions. One car spun round like a top and then shot across the road. It struck John Andrews (70), who was standing near his home, and one of his boots was torn off his foot. He was removed to Wrexham Hospital. Another car ran into a wall, while a fourth ran into a bridge. Traffic between Wrexham and Hlangollen was held up for some time until the wreckage was cleared.

A BABY AUSTIN DIES FIGHTING.

There was a touch of comedy about an unusual street accident in Edinburgh last month. A baby Austin motor-car got wedged between two tram-cars going in opposite directions in the Lothian Road. It was badly crushed, but the sole occupant, a young man, escaped injury and climbed out through the window to safety.

It was not so easy, however, to get rid of the Austin. It struck fast between the two tram-cars, and all efforts to ease it out proved futile. After about a quarter of an hour of this ineffective coaxing, during which time two long queues of cars had collected, it was decided that more drastic methods were necessary. Both tram-cars put on full powers with the intention of backing their way through, but the small car put up a good fight. It knocked the rear bogie of one car off the rails and smashed a lot of glass and woodwork of the other but the tram-cars won. The tracks were cleared, and what was left of the baby Austin was hardly worth while picking up off the road.

"NEW CARS FOR OLD."

THE LEGEND THEY KNOW IS TRUE.

A London correspondent writes: One of those remarkable "snow-ball" legends, like the war story of the Russian troops passing through London, is now current among motorists, who seem to be as credulous a tribe as anglers.

A man owned a very old model of a famous make of motor-car (the story runs). One day the firm which made the car saw it, and, after inspecting it, surprised the owner by offering him a brand-new saloon model in exchange for the "antique."

The reason, it is said, for this remarkable transaction is that the old car was the first ever made by the firm, and that they were anxious to secure it for their museum.

The Motorist Who "Helped."

Nearly always the raconteur knows the story is true, because he is personally acquainted with the lucky owner—a pal of mine, old boy.

Sometimes it is a story within a story. There is a fine romantic ring about this version.

It describes how "the friend" is out driving one day when his car breaks down. A passing motorist helps him with the repair, and then, because he takes such a fancy to the car, proposes an exchange.

Thus the "friend" parts with his original car plus £20 and obtains the other, which is to prove such a lucky bargain for him.

How this car comes to the notice of the manufacturer provides further variations.

Variations.

Sometimes there is a dramatic recognition by a representative of the firm, who sees the car in an auction room; sometimes it is sent to the makers to be overhauled or repaired.

Then, again, sometimes the car is the first ever made by the firm, and another good touch this—sometimes the second of the first batch turned out, the first and third of the series already being in the manufacturer's possession.

But always there is the same happy ending with the firm installing the old car in their museum and the motorist joyfully driving off in a new super-luxury saloon.

The firm mentioned in the tale deny that they have effected such an exchange.

It seems almost tragic that such a story should be spoiled. Is there not somewhere an owner and a firm who can come forward to supply the missing links to a tale which threatens to become a classic legend?

SAFETY FIRST ROADS.

16-FOOT BYWAYS ON THE HIGHWAYS.

New subsidiary roads for motor-car owners living on the by-pass and for tradesmen's vans only, running parallel with the main road, is a new and striking development now taking place on the Kingston by-pass at Tolworth.

The sign "Tradesmen's Entrance" on the gates of suburban villas might well be supplemented by the notice "Tradesmen's vans only" on certain roads.

The roads are being built to solve a traffic problem peculiar to the new by-passes.

Rows of new houses, most of them with garages, are being built on either side of these arteries. When the owners want to take out their cars they are faced at the busiest times with streams of high-speeding vehicles, sometimes travelling three and four abreast at more than fifty miles an hour.

No Waiting.

To endeavour to cut into these streams would be highly dangerous, and would also intensify the congestion that prevails during the peak hours. The only alternative is to wait for a gap in the traffic, and that would mean much waste of time.

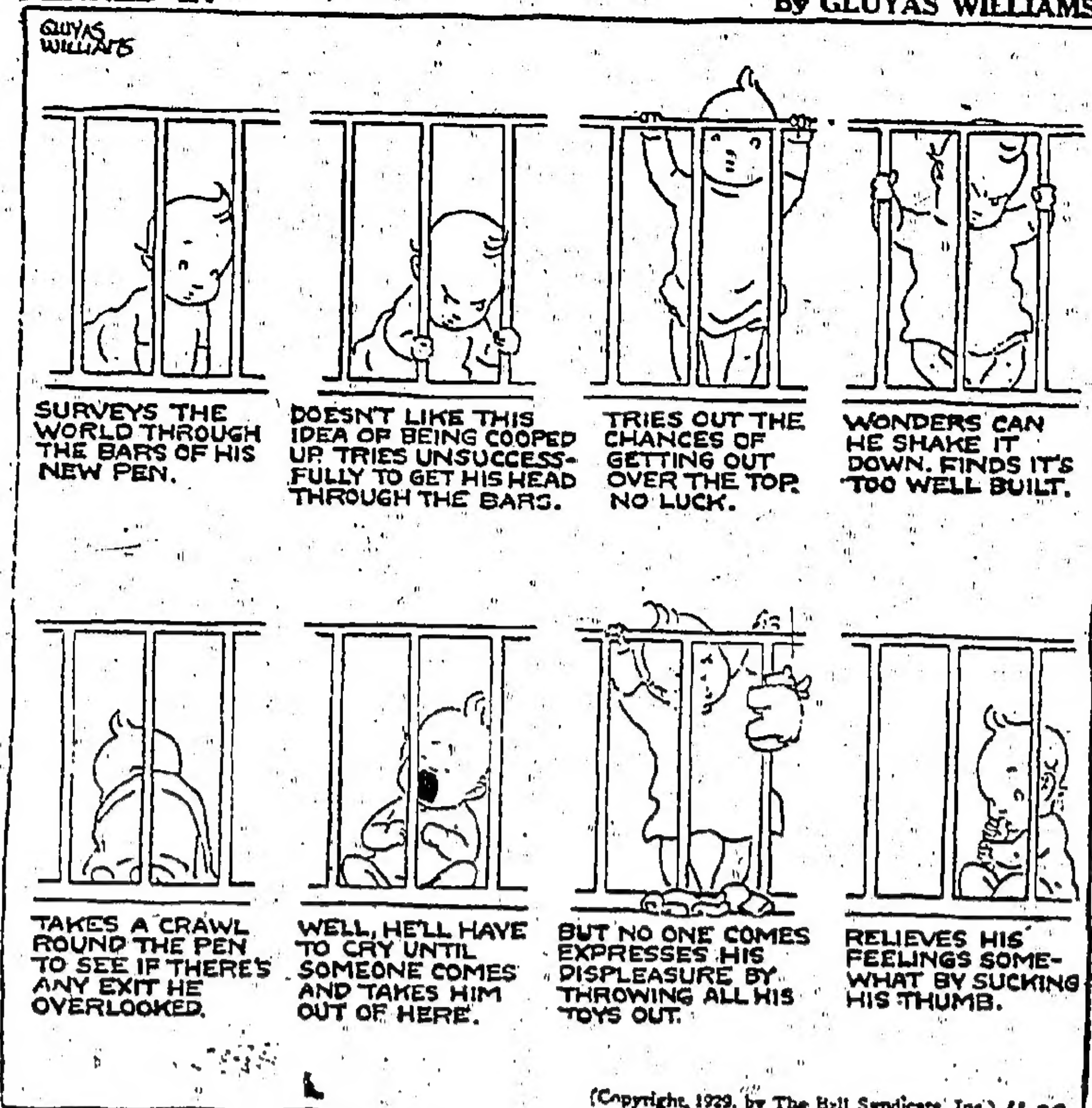
If they park their cars outside their houses the by-pass would be dangerously narrowed.

Tradesmen's vans stopping at these houses constitute a menace on a day when thousands of fast-moving vehicles are hurrying to and from London.

The building of these new houses, most of which have garages, constitutes a danger to the through traffic," said Mr. W. P. Robinson, the county surveyor of Surrey. Unfortunately, the original scheme of making the by-pass 120 feet wide was altered to 100 feet, so by arrangement with the builder of the houses we are making these subsidiary roads for the use of local traffic. These roads are fifteen or sixteen feet wide and are separated from the main road by wide strips of land.

PENNED IN

By GLUYAS WILLIAMS



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MOTOR TRADE'S NEW STEP.

IMPORTANT MISSION FOR INDIA.

The "big push" now being made by British car manufacturers in connection with the overseas markets is to be carried a stage further.

Arrangements have been made for the sending of an important trade mission to India at an early date. India is one of the strongholds of our foreign competitors.

This new move is instigated by the British manufacturers' section of the Society of Motor Manufacturers and Traders. Representatives of this body will explore possibilities of trade expansion, and will probably open offices for assisting individual activities of British car manufacturers.

Similar offices have already been opened in Australia, New Zealand, and South Africa, largely owing to the vision of Lieut.-Colonel A. Hacking, D.S.O., a director of the British manufacturers' section.

Colonel Hacking, a brilliant organizer, with firm faith in the future of the British motor-car overseas, has during the last year or so been mainly responsible for the society spending some £50,000 on the British car push. He is a new and energetic personality in the motor industry.

PILING UP THE DOCUMENTS

Without necessarily accepting the principle of compulsory insurance, *The Motor* criticises some of the detail points of the tentative scheme that has been put forward. Our contemporary remarks:—

"The motorist to-day carries a revenue licence on his car, a driver's licence in his pocket and stores a Registration Book at home. If any such scheme as the one outlined is legalized he will have to carry for production on demand another document. Failure to produce this certificate, which can easily be left entirely by accident and without intent—in the pocket of a suit left at home, will render him liable to a penalty of £20! It is not fair! In fact, the proposed penalties are excessive.

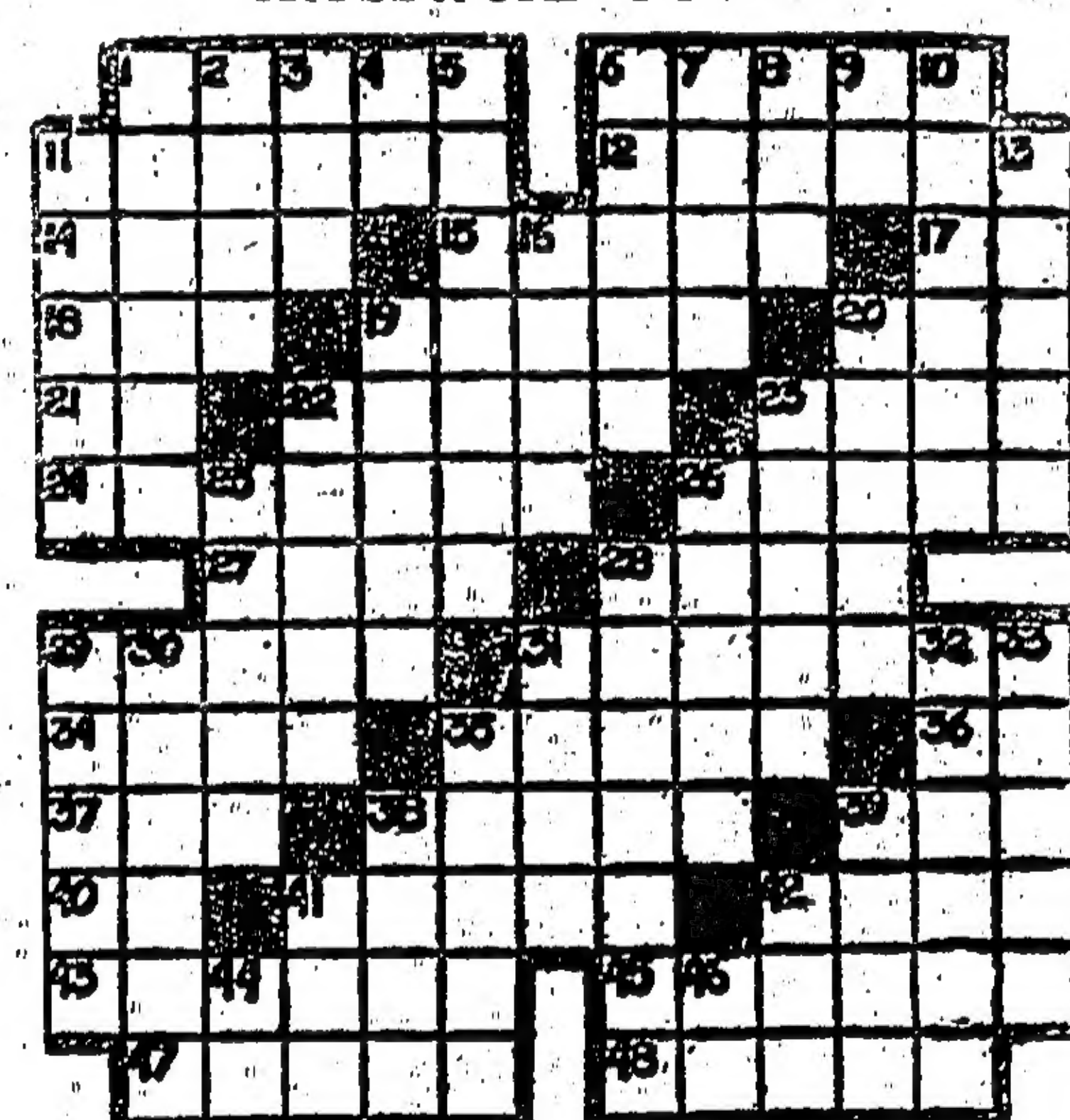
"We suggest to those who may have the opportunity of representing motorists at any later conference that, if the scheme should be accepted in modified form, the carrying of yet another document should be opposed. The form of the revenue licence could be altered and, if necessary, slightly enlarged so as to allow of the brief but essential insurance details being inserted thereon. If a certificate is necessary it could be produced to the licensing authority with the application for the licence, and the issuing office should enter the details on the licence to be carried on the car. Alternatively the details could be inserted on the driving licence, but we think the first suggestion is the better one, because there is still the risk of the driver's licence being accidentally left behind."

An Erskine Six recently carried the first white woman into the Verneuk Pan, a barren territory in the African Transvaal, several days' journey from Johannesburg.

HUMOUR: ANCIENT AND MODERN.

Wife: "Shall I repair this rip in your golf knickers?"
Hubby: "Yes, do sew by all means."
Teacher: "Give me three proofs that the earth is round."
Pupil: "The geography book says so, Dad says so, and you say so."
Algernon (reading a joke): "Fawcett this, Percy, a chap here thinks that a football coach has four wheels."
Percy: "Haw! haw! And how many wheels has the bally thing!"
"Have you ever driven a car?" the lady applicant for a license was asked.
"One hundred and twenty thousand miles," put in her husband, who was standing near by, "and never had a hand on the wheel."
"It strikes me," said a young man to his Irish valet, "that one of us was drunk last night."
"It strikes me that was so, sir."
"Well, you rascal, and which of us was it?"
"Well, sir, far be it from me to cast reflections, but I must say I envied you."

CROSSWORD PUZZLE.



Horizontal.

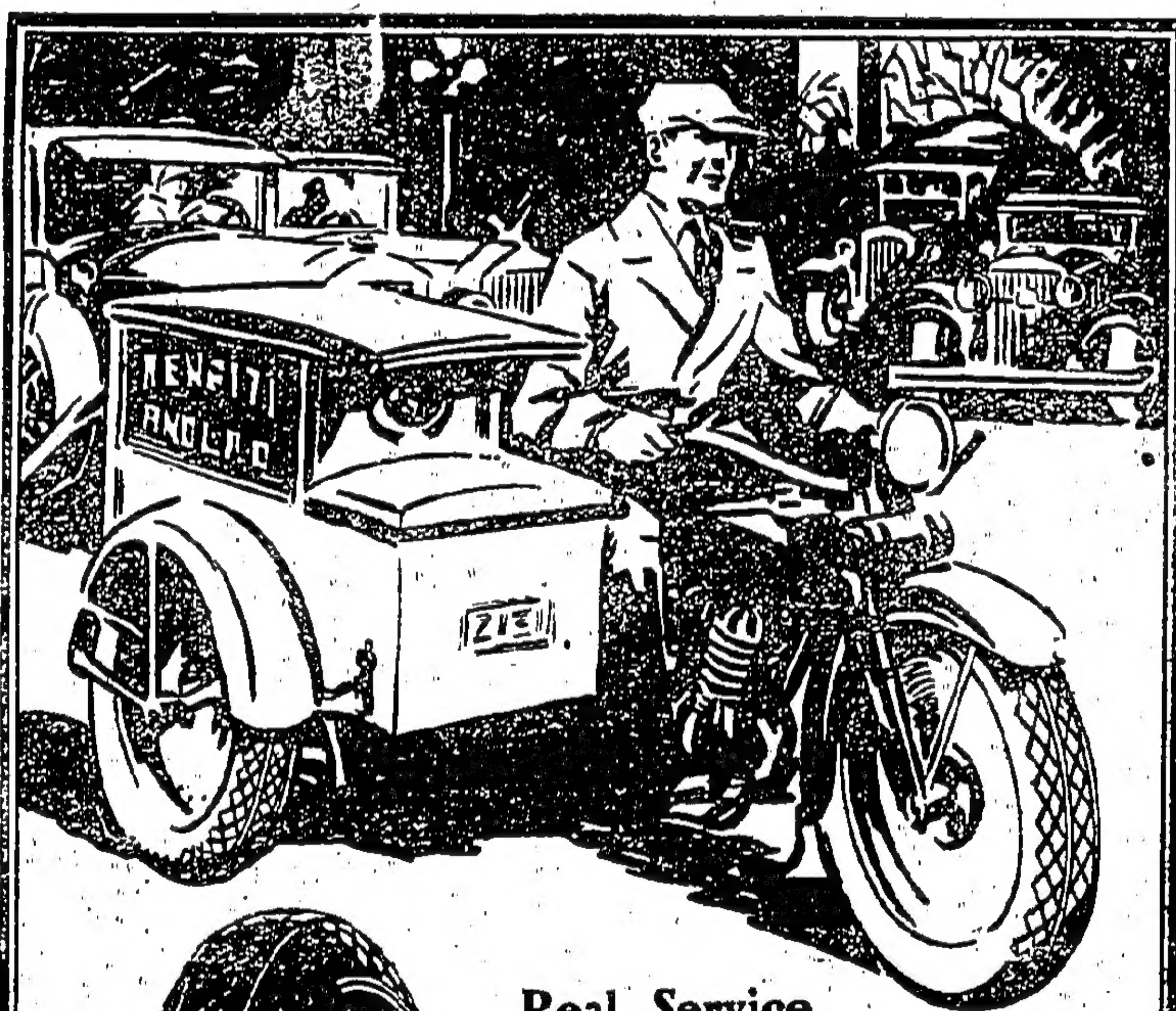
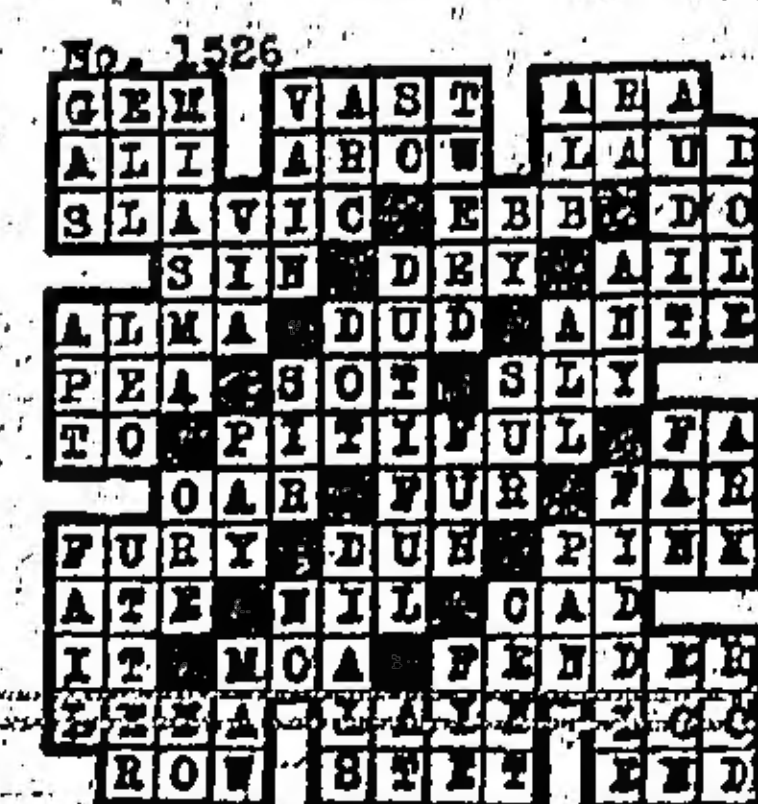
- 1.—Defects.
- 6.—Shallow place.
- 11.—Ointment.
- 12.—Tin and lead alloy.
- 14.—English river.
- 15.—Foreigner.
- 17.—To depart.
- 18.—A metal.
- 19.—Used leverage.
- 20.—Pronoun.
- 21.—Within.
- 22.—Shoe bottoms.
- 23.—Noose.
- 24.—Embraced closely.
- 26.—Blessings.
- 27.—United.
- 28.—Foot covering.
- 29.—Boxes.
- 31.—Standard literary work.
- 34.—Sailors.
- 35.—At that place.
- 36.—Negative.
- 37.—Insect.
- 38.—Crude.
- 39.—To eat.
- 40.—Pronoun.
- 41.—Markets.
- 42.—To employ.
- 43.—To crave.
- 45.—Revised.
- 47.—Is fond.
- 48.—Drugs.

Vertical.

- 1.—Ox-like.
- 2.—English school.
- 3.—Evil deed.
- 4.—Toward.
- 5.—Growned.
- 6.—Secret scouts.
- 7.—To pay attention to.
- 8.—To possess.
- 9.—By.
- 10.—Group of warriors.
- 11.—Ancient language.

This puzzle took 24 minutes to solve. See how long it will take you to solve it.

YESTERDAY'S SOLUTION.



Real Service

Rain or Shine

Getting motorcycle delivery service down to the lowest cost-per-package is largely a matter of getting the right tyres—Goodyear Tyres—on your outfit.

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Singapore	9th "	36
Rangoon	13th "	48
Calcutta	17th "	60
Bombay	25th "	84
Aden	1st February	105
Port Sudan	4th "	114
Port Said	7th "	123
Naples	14th "	144
Monaco	18th "	150

(for Paris, London, etc.)

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ORIGINAL

PLYMOUTH GIN

OBTAINABLE EVERYWHERE.

OPERA KILLED BY
LIGHT MUSIC.PUBLIC DEMAND FOR
GROTESQUENESS.

The day of grand opera is over, declares Mascagni, the world-famous creator of "Cavalleria Rusticana."

"I have written fourteen operas, and the fourteenth may as well be the last."

"I have, at least for the present," he states, "ceased to compose, not because inspiration is lacking, but because I see no reason for writing a new lyric opera."

"Only one of my operas, the 'Cavalleria,' has achieved world-wide fame. The others are almost unknown to the public, although several of them are just as beautiful as the 'Cavalleria.'"

"The cataclysm of the war urged the public's interest towards new things. The opera's popularity disappeared with the older generation, while only light music pleases the new one."

"The great majority of the public do not care for opera."

"It has no interest for them because opera is a pleasure of the soul, and to-day the general idea seems to be to conceal the soul and avoid as much as possible the memory of the existence of that little human failing."

"People seek stimulants, and not artistic pleasures; they want to divert themselves in sensational ways that ruin the nerves and leave one incapable of serious work the day after."

"Opera has had its day, but to-day a new kind of music is wanted, adapted to the changed conditions of life. Some composers think all this can also be expressed in opera. But opera is, by its nature, elevated. The aim of dramatic music has never been and never will be to satisfy the grotesque desires of the audience."

"The scope of opera, on the contrary, is that of touching what is most profound and what is best in human nature."

"Happiness, sorrow, passion, affection, and poetry are the motives of opera."

"Opera seeks to awaken all this in our hearts, and that is the reason why opera can never be replaced by jazz or other forms of music derived from the brain and not the heart."

"I am inclined to believe that the decadence of opera is due more than anything else to the deficiency of advertising. The young enthusiasts who used all their energies in propagandising, and the impresarios who in past times enthusiastically supported opera and real music of all sorts throughout the world, have either become rich or died."

"Their successors do not understand real music. They are business men whose only aim is to create a fortune."

"Light music and jazz, which aim to satisfy the more vulgar pleasures, are from this point of view much more lucrative than opera."

DAILY SHARE QUOTATIONS.

HONG KONG STOCK EXCHANGE.

TUESDAY, DEC. 24.

Buyers	Sellers	Basis	Nominal
\$1,320	...	212 1/2	...
...	...	212 1/2	...
...	...	212 1/2	...
...	...	212 1/2	...
...	...	212 1/2	...
...	...	212 1/2	...
...	...	212 1/2	...
...	...	212 1/2	...
...	...	212 1/2	...
...	...	212 1/2	...

SHAREBROKERS' ASSOCIATION.

TUESDAY, DEC. 24.

Buyers	Sellers	Basis	Nominal
\$1,320	...	212 1/2	...
...	...	212 1/2	...
...	...	212 1/2	...
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"LOOKING BACKWARD"
ON THE WORLD.

(Continued from Page 1.)

Chaotic Taxation.

Business-men, foreign and Chinese, complain that the taxes levied under the new arrangement are more chaotic than ever before.

They cite the fact that nine separate taxes are collected on furs between Mongolia and Peking, and that seven of these are "illegal," in the sense that they are not endorsed by the Central Government.

They point to the fact that taxes of 20 per cent. are levied on second-hand goods shipped from Peking to Shanghai, although such goods do not pass out of Chinese territory.

They are most bitter against the export tax, which exceeds in some cases 20 per cent., and which business-men declare is uneconomic and is gradually strangling important Chinese industries and handicrafts.

The Government's attitude, however, is that they can properly arrange taxes and equally important matters only after the revolting elements in various parts of the country have been subdued.

So long as the Government must fight constantly for its very existence, it is apparent that its leaders can devote little attention to more constructive measures.

During 1929, the Government has been compelled to keep up an elaborate military organization, because no sooner was one revolt subdued than another began brewing.

The Chinese people have had to support the soldiers not only of the Central Government but of its opponents. This has proved a great drain upon the country.

"Continuance of civil wars has been particularly depressing, because millions of Chinese have been close to starvation during 1929 in nine of the eighteen provinces. The American Red Cross Commission to China reported that there is enough food in the country to feed the entire population, if a strong Central Government could be established to regulate the flow of food and money."

The Railways.

One of the more hopeful accomplishments of 1929 was the restoration of the Government railways to something like their former status.

Civil wars have interrupted some of the main trunk lines for short periods, but in general the railways have been kept running, with consequent improvement in revenue and business.

The Ministry of Railways has struggled valiantly to break the grip of militarists upon the system. For years past various military leaders have felt that certain railways belonged to them, and that they could interrupt traffic at any time they wished. It is apparent that the Ministry has succeeded to an appreciable extent in convincing many of the militarists that the railways belong to the Government and not to individual heads of armies.

A real achievement was accomplished by the Government, in co-operation with American aviation interests, in establishing regular airplane passenger and mail service between Shanghai and Hankow, with a prospect of making this service nation-wide during 1930.

HORRORS OF WAR.

REVELATIONS IN BOOK BY ROBERT GRAVES.

A new book controversy has begun, which is fiercer and more acrimonious than that provoked by "All Quiet on the Western Front."

It concerns "Good-bye To That" by Robert Graves, the poet, in which astonishing statements are made, some almost incredible.

He tells not only of executions for cowardice but of suicides by men who could stand the strain no longer, of two privates who were shot by a Company Sergeant-Major, the murder of prisoners by both British and German officers who drank two bottles of whisky a day.

Official Lying.

Mr. Graves proceeds: "Executions were most frequent in France. My first direct experience of official lying was at Havre in May, 1915, when I read in back files of Army Orders something like twenty reports of men shot for cowardice or desertion."

"Yet, a week later, a Minister in the House of Commons, answering a question from a Pacifist member, denied that sentence of death for a military offence had been carried out in France by any member of His Majesty's Forces."

The book is replete of sensational stories. It says that a "two-bottle" Company Commander, who is still alive, got his company needlessly destroyed because he was no longer capable of making clear decisions.

The book also tells many stories of noble heroism.

£74,500 VENTURE OF
GIRL GUIDES.RAISING MONEY FOR LONDON
HEADQUARTERS.

"This is the house that the Girl Guides are building," said the secretary of the Girl Guides Association, as she pointed out the new Imperial Headquarters which are being built in Buckingham Palace-road, S.W.

Girl Guides in every part of the Empire are working hard to raise money with which to "buy" portions of the new headquarters.

With half-a-crown they can buy one brick. Staircase steps cost £2 10s. each, windows from £3 to £50, doors the same, corner stones £10 and whole rooms from £500 to £1000.

£2,000 Council Chamber.

Packs and companies are buying corner stones, staircase steps and pieces of wall. The Chief Scout, Lord Baden-Powell, has bought the main entrance doorway. A business man who is not connected with the Guides has bought the Council Chamber. This cost him £2000.

"The Guides are raising the money in all sorts of ways," the secretary said.

"A company of native guides in Nigeria have sent us baskets to sell. Some girls have nicked blackberries, made jam and them sold it."

"One company set up a ten stall on a busy road one bank holiday. They made £10."

"Another organised a dance at which they hoped to make £5 to buy a window. They made £7 10s."

"We are receiving money for the fund from Canada, India, South Africa and Australia. We have not, however, asked the public to help us. The movement has always been self-supporting and we want to be so still."

"The number of Guides has increased by 140,000 in the last year. We have outgrown our accommodation here. The new headquarters will cost £74,500. We have now over £12,000."

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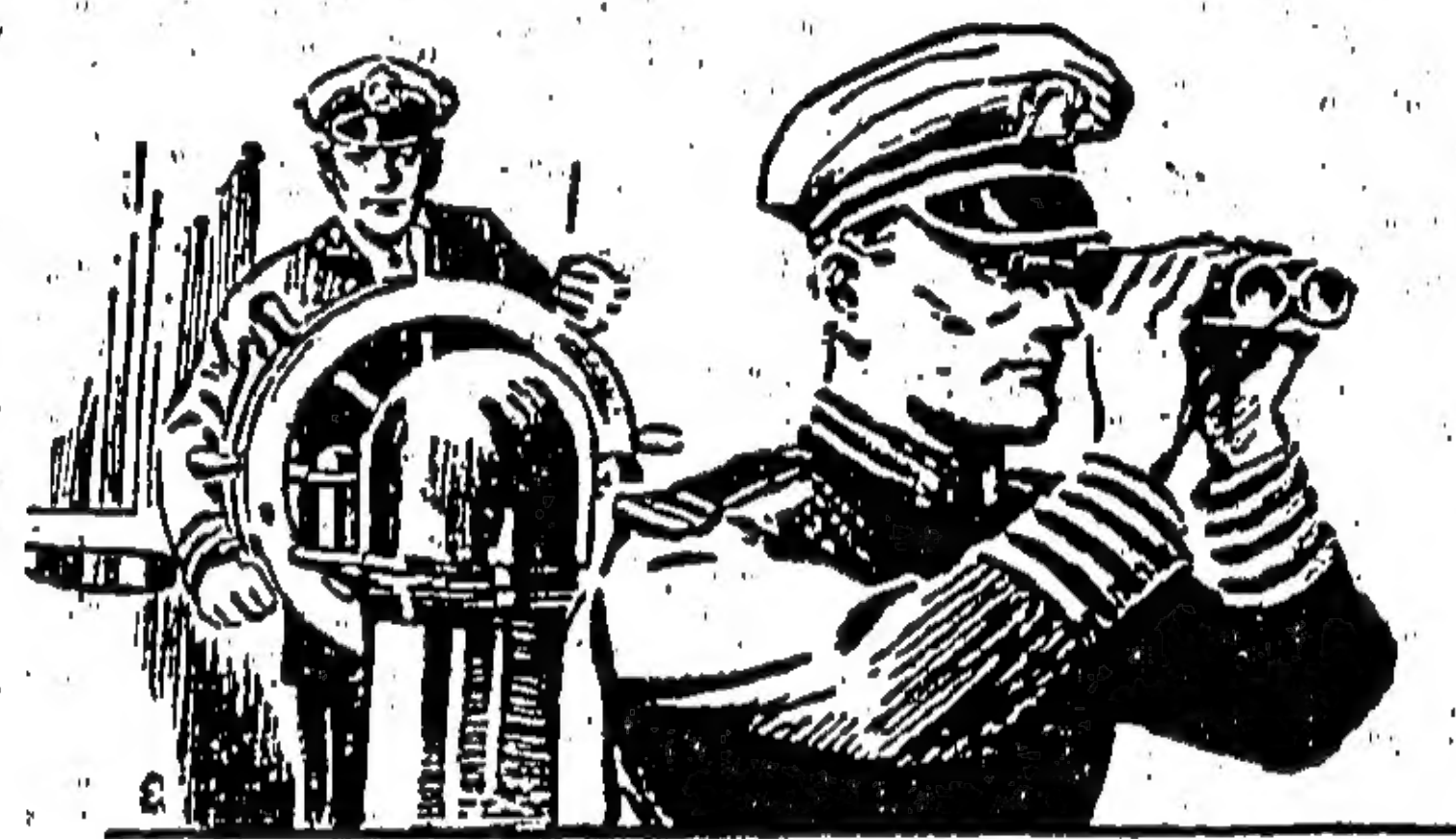
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Ready
for the
Winter

MORNINGS and evenings are chill and damp. The dreary days of drizzle, fog and gloom are approaching. These damp, dreary days bring colds, coughs and more serious illnesses in their train. Are you ready for them? Is your health built up so that you are fully protected against the ailments that they bring.

"Ovaltine" is your sure protection. Prepared from milk, malt, eggs and cocoa, it contains every factor and element essential to health in correctly balanced proportion, and in an easily digested form. Make "Ovaltine" your daily beverage in place of tea, coffee, etc., at and between meals. Then you can face this weather with abundant strength and vigour to resist all ills.

"Ovaltine" is the most economical as well as the most perfect form of nourishment in the world. Nothing could be added or altered which would possibly improve it in any respect.

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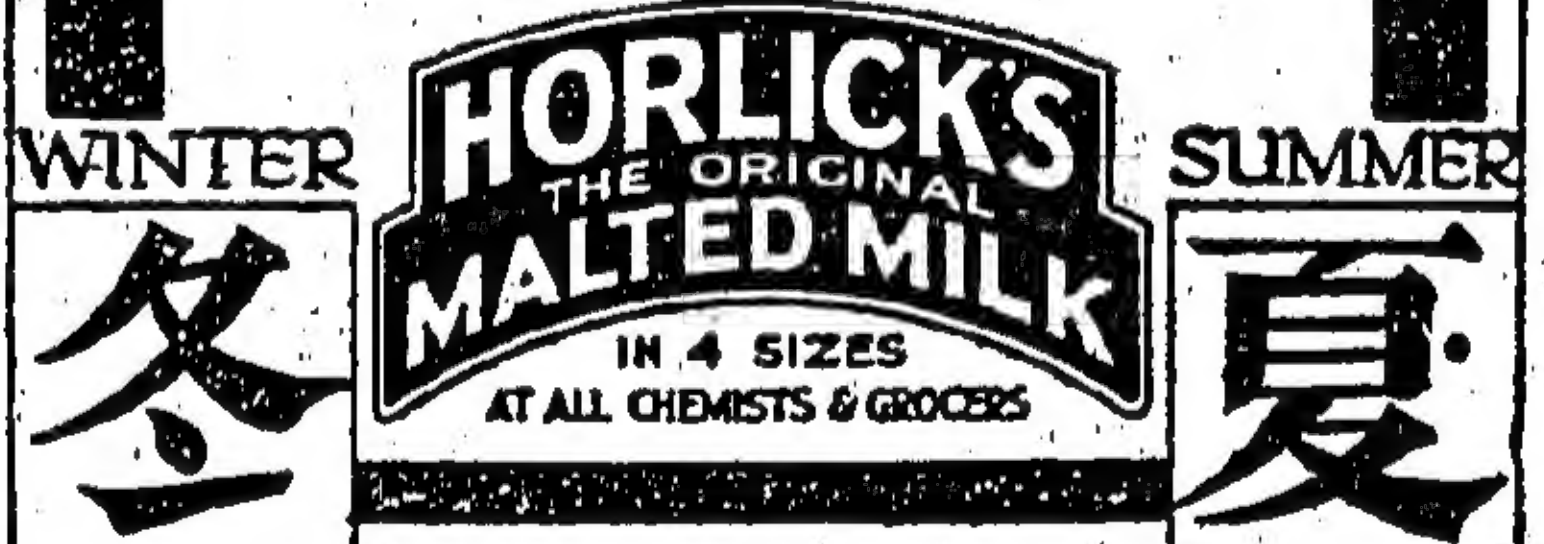
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秋 冬不藏精春必瘟病 春
If one does not store up vital force in Winter he will be sure to suffer.
AUTUMN from an epidemic in Spring

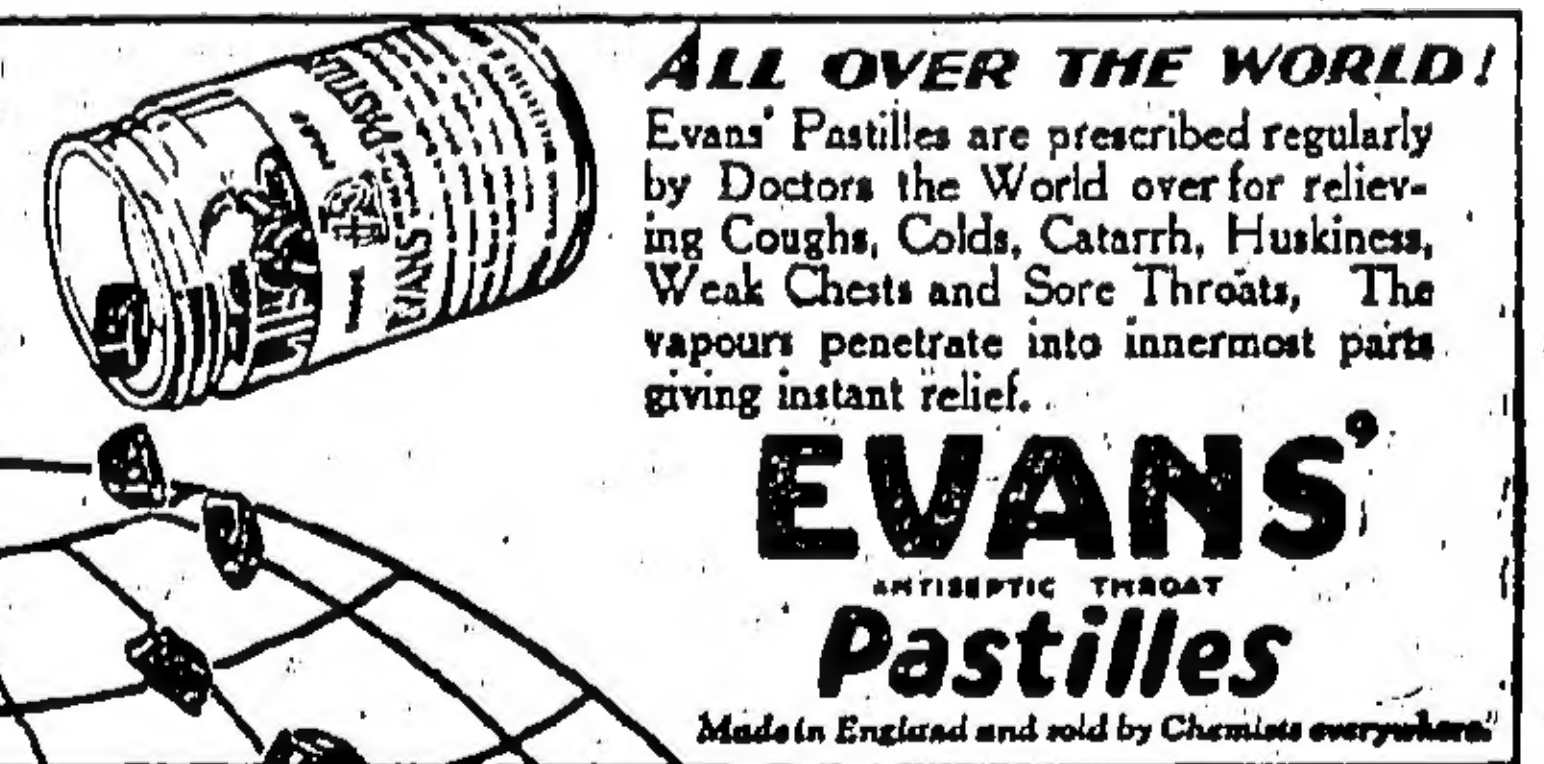
Have a supply of HORLICK'S MALTED MILK always in your house—it will keep you fit the whole year round.

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Delightful to drink—easy to prepare—it is a perfect food drink for young and old at all times.



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FEW RECRUITS FOR CIVIL SERVICE.

BUSINESS NOW PREFERRED BY PUBLIC-SCHOOL MEN.

A memorandum submitted by the Civil Service Commissioners at the recent Civil Service Commission in London stated that among the candidates at the last administrative grade competition were the son of a tramway linesman and the son of a duke.

Mr. R. S. Meiklejohn, C.B., one of the Commissioners, said that the idea of personal interviews or oral examinations was to ascertain what the personality, general aptitudes and width of interest were.

Written examinations were a test of knowledge. Oral examinations were to see what sort of a fellow the candidate was.

No More "Cramming."

The examination tests had greatly altered since the war. The subjects were limited, and "cramming," he thought, was no longer necessary to supplement a candidate's normal serious study.

The practice of giving marks for superficial knowledge had been abandoned, and a high standard of general practical intelligence was encouraged.

There had been a change during the past twenty years in the character of the schools from which successful candidates came. From 1900 to 1910 the larger proportion of successful candidates came from a university. There was a tendency now for the proportion of successful candidates coming from minor or secondary schools substantially to increase.

Lord Tomlin (who presided): What is the reason? Mr. Meiklejohn: The main reason is that public school people go into other things.

Lord Tomlin: A change in direction of ambitions?—Yes.

Dr. Baillie (one of the members of the Commission): What would you describe as the attraction for University men going into the Civil Service?

Mr. Meiklejohn: I am not sure. There has been a slight falling off in the quality of candidates since before the war. It is from the academic standpoint, and is nothing to worry about. Personality is quite good.

How do you account for the falling-off of suitable candidates?—Living is dearer, although perhaps that is not a deciding factor. Many of the clever graduates from the Universities are no doubt finding larger opportunities in business and commerce.

Mrs. Hamilton: What is your view of the non-admission of women to the Foreign Office for the Consular and Diplomatic Service?

Mr. Meiklejohn: I think, as things are, they should be excluded. We do not think that other countries, any more than this country, would like to have women Ministers and Ambassadors.

ENGINEER'S STATUS.

CLOSED PROFESSION NOT POSSIBLE.

Professor W. Morgan, of Bristol University, in his presidential address at the opening meeting of the session of the Institution of Automobile Engineers at the Royal Automobile Club last month, said it was hoped by some people that the time would come when the engineer would have attained a privileged position similar to that of doctors and barristers.

The law had consolidated and extended its inherited privileges into a powerful system so that no external competition was possible, and the medical profession had also evolved a system as vigorously exclusive of outside competition. "A similar position does not appear attainable by the engineer in our time," said Professor Morgan. "In the first place, he is handicapped by a misunderstanding of his functions. The designation of engineer is applied by the public alike to the designer of the Golden Arrow as to the mechanic; indeed, to any worker clad in greasy dungarees."

The barrister and doctor were expected to fail often, but 100 per cent. success was demanded of the engineer. Improvement in the engineer's position must be preceded by public appreciation of the nature of his services and the arduous character of his work. Professor Morgan mentioned a case in which an engineer was asked to report on and value seven vehicles for a fee of 10s. 6d., and said that there were other equally scandalous cases in which highly qualified men had been offered derisory remuneration.

Referring to the methods of testing a student's training, Professor Morgan said that engineering could not be a closed profession. Men who knew the theory of structures or the calculus only by reputation had risen to eminence in the engineering world. Should such men be barred from membership of the Institution because they could not pass an examination of the standard of the Institution? "I should not," he said, "because the Institution is a body of men, and it is not a body of men who can be barred from membership because they cannot pass an examination of the standard of the Institution."

TWO VIEWS OF THE "TALKIES."

ELSTREE'S SILENCE AFTER A TEST.

Mr. Henry Ainley was welcomed back after his long illness by the O.P. Club at a dinner at the Hotel Cecil, London, last month. Mr. Ainley said that while recovering he gathered that one had only to go to Hollywood and play in a talking picture to be able to return to London and refuse to act in any plays.

"After my recovery," he continued, "Mr. Nelson Keys and I were asked to go to Elstree and have our voices tested. On the strength of this I got quite rude to Mr. Watson (the Haymarket Theatre manager), but neither Mr. Keys nor I heard any more from Elstree."

London theatres, he said, had never done so well as now—that might be because talking films were so utterly bad that stage performances seemed good in comparison.

Replying to the toast of "The First Mrs. Fraser," the play in which Mr. Ainley made his reappearance, Mr. St. John Ervine said that the first actress he ever saw in London was Miss Marie Tempest. He there and then prayed that, one day she might appear in a play of his—an ambition that had now been fulfilled.

"I also prayed," he said, "that Mr. Ainley might one day do a play by me. In fact I once sat in a room with him and read him a five-act play of mine. A good deal has been said of Mr. Ainley's heroism during his recent illness, but it was as nothing to his heroism in keeping awake during the reading of those five acts." (Laughter)

A Dramatist's Opinion.

Mr. Ashley Dukes, the dramatist, who adapted "Jew Süss" for the stage, speaking at the Gallery First Nighters' Club, expressed the opinion that the "talkies" helped the theatre. Many of his audience, however, did not agree.

"The most important addition to the audience of to-day," he said, "are the people who have never formed the habit of listening to stage plays, but who, having heard very bad dialogue from machines in the picture house, have formed a desire to hear better dialogue in the theatre."

"I would not say, therefore, that the 'talkie' is the enemy of the stage. It helps by forming a new and large dramatic audience hungry for good dialogue, in the same way that a new audience was formed for music through the gramophone, by people realising that there are certain limitations in this canned stuff. Therefore, people are tending to turn away from the mechanical to the real thing."

JUDGE AND PARI-MUTUEL METHODS.

CREDIT BETTING "A DREADFUL THING."

Judge Sir Alfred Tobin, at Westminster County Court, said he viewed a case in which the National Pari-Mutuel Association, Ltd., of Green-street, W.C., were the plaintiffs, as "one of the very greatest gravities."

He had previously postponed judgement. The association claimed £8,000 from Frank Walker, locomotive fireman, of Bravington-road, Harrow-road, W., alleged to have been paid on his behalf in connection with "pools" on horse-racing conducted by the association.

The Judge said he had intended to give judgment to-day, but on reading the papers he found that the real issue was different from that which had been set forth. There was a question of public policy which it was desirable that counsel should argue.

Mr. J. H. Goldie, barrister, who appeared for the association at the hearing, was not present, and Mr. J. R. C. Chambers attended in his place.

Judge Tobin said he recognised that Mr. Chambers was not in the position to deal with the legal points at the moment.

"Here is the Pari-Mutuel Association asking people to pay 10s. membership fee and become life members, and offering them credit of £4 a week. What does it mean? It means, 'We will advance the money and put it on for you.' People betting ready money is bad enough if they are poor people, and the invitation to give them credit of £4 a week to be put on horses for them, seems a most dreadful thing against public morals."

"I shall fix a date when you can deal with the questions whether it is a matter coming under the Gaming Acts and whether it is desirable in this country that an association of this kind shall hold out to members the facility of paying so much into a pool to be devoted to horse-racing."

"I understand that other countries have made wholly illegal this pari-mutuel betting, especially where credit is given by the association to poor men."

SUNDAY SCHOOL DANCES.

TO BE OR NOT TO BE?

The question whether dramatic entertainments and dancing should be allowed at social gatherings on Sunday school premises was raised by Mr. J. Lewis Parkhouse, president to the Southampton Sunday School Union, at the autumn convention of the National Sunday School Union held at the Great George Street, Congregational Church, Liverpool.

Mr. Parkhouse said most of them had come up against the problem of young people trying to express themselves in that manner, and it seemed as if that element in Sunday school life and among young people was rather rampant. The young people fought shy of devotional meetings, which they would not attend, and they desired a dramatic performance and perhaps a little dance and social. The question arose whether they should tolerate such things in Sunday schools.

The Rev. A. G. Seaton, secretary of the Wesleyan Sunday School Department, said that in their own Wesleyan Church the matter had been settled by a regulation, by which dancing and cards were forbidden on Methodist trust property. A committee had been appointed to draw up a preamble to those prohibitions so that young people did not get the impression that the Church said: "It is wrong, and that is why we do not have it."

They wanted to point out that while the Church expressed no judgment on the rightness or wrongness of that type of entertainment, under good conditions, it did not feel it was expedient at the moment on church property. There would be a report on the proposed preamble next year.

Drift from Sunday Schools.

"We were losing scholars at a much faster rate before 1914 than we have been doing since 1918," declared Mr. Seaton. "Scholars between the ages of 12 and 13 are causing the greatest amount of difficulty. It is among them that the drift is growing. They are much more worldly-wise and much more restless than their fathers were at the same age. I don't know that that is altogether a bad sign. It is partly caused by new methods of education, such as films, and partly by new self-expression methods of training not only in Sunday schools but in day schools."

"If you are going to bring up a lad until he is 17 to be unquestionably obedient to his father, you may postpone the day of his rebellion a long time, but he is being kept a baby far too long. New methods in day and Sunday schools now tend to give the boys more freedom so that they may be able to stand on their own feet."

"Our greatest danger is to under-estimate the intelligence of intermediate scholars. We have not given them strong enough meat for their age. There are about 3,000,000 children of day school age," he added, "who do not attend our Sunday schools."

HOW PRINCES KNIT.

SCARVES WITHOUT A DROPPED STITCH.

There are no dropped stitches in the six woollen scarves made by the Prince of Wales and Prince George, recently, on view in London at the exhibition of Queen Mary's Needlework Guild.

I examined them carefully, writes a woman Press representative, and could not find a single flaw.

Each Prince has added a crochet scarf to his quota of two knitted ones, and these were also entirely blameless of the perforation holes frequently seen in feminine work. Two sage blue and one red were the colours chosen by each of the Princes, who finished off their scarves with fringed borders.

A Stray Piece.

The Prince of Wales, having some red wool left, scored over his brother by adding a pair of mittens to his pile.

In these I found a stray piece of wool carried from one stitch to another. I had tried so hard to "pick holes" in the Princes' work, but this erring scrap of wool was all I could discover.

"I wonder who will get the Princes' scarves," said a young girl, who was queuing up to examine the work.

Queen Mary has contributed cot covers of her own working, and Princess Mary's knitted jerseys were also on the table piled high with royal gifts.

The Duke of Gloucester sent woollies, but he did not knit them himself.

Solicitor at Bow County Court: Can he pay this money? Plaintiff: Well, they call him "Old Scrooge" round our way.

Judge Cluer at Shoreditch County Court: Is it worth my while? Plaintiff: It is worth my while, your honour. It has not improved mine.



Their shadows never grow less

There is no "fading away" of either shape or shade with shirts and pyjamas of 'Viyella' fine twill flannel. They can be worn out—comfortably and economically worn out—by the most particular man. The luxury of the smooth-surfaced, protective, non-irritant material endures even under crude native washings. And because 'Viyella' radiates as well as absorbs excess moisture from the skin—it is just as comfortable in hot as in cold weather.

'Viyella' is available in distinctive stripes and plain colors for Day Shirts and Pyjamas... in plain 'cotton' for towels, and 'thick' for 'wool' country. All in various weights.

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BE SURE TO SEE NAME 'VIYELLA' ON DETACHABLE SELF-SEALING LABELS EVERY YARD OR SO. If any difficulty



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WE HAVE A VERY NICE STOCK OF REQUISITES JUST SENT OUT FROM ENGLAND—

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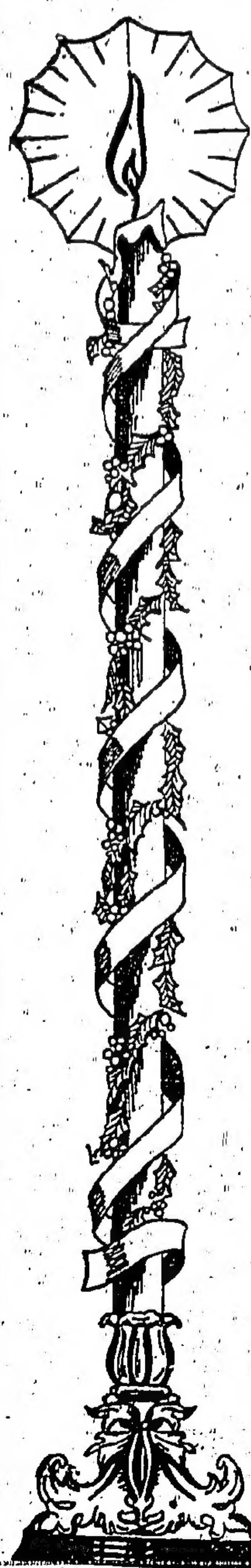
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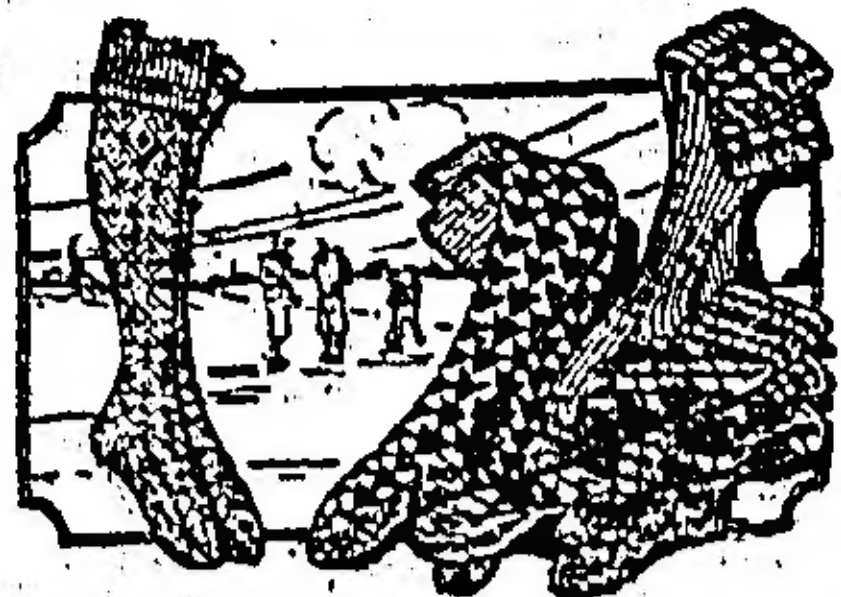
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Colours
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Scotch made
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PULL-OVERS—SWEATERS—STOCKINGS.

"Colour harmony" is respected by well-dressed men more diligently than ever.

MACKINTOSH'S new Pull-overs, Sweaters and Stockings are all styled with this in view. Colours themselves are restrained in exceedingly distinguished blends.

The new "ZIP" Golf-bags in three sizes

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HE LOOKS
HAPPY !!!
WHY ?

He has just
found out the
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"VALET"

AUTO-STROP RAZOR

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WHITEAWAYS

CARNIVAL NOVELTIES

FOR THE

NEW YEAR PARTY

A

LARGE SELECTION

OF

BALLOONS,

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MASKS,

SURPRISES,

FANCY HATS.

NEW YEAR GIFTS

AT

WHITEAWAYS

TRYING TO CONTROL SEX.

AMERICAN EXPERIMENTS.

The production of male or female offspring at will is already possible in the case of certain species of plants and animals. That it may one day be extended to human beings is thought not impossible by research workers at the Carnegie Institute Station of Experimental Evolution at Cold Spring Harbour, Long Island. Miss Ruth Millard, writing in the *New York World* says:—

"Through the study of variations in environment, glands, and chromosomes, the microscopic, rod-like bodies that transmit hereditary factors, the Institute's research staff have been able to control, in some instances, sex and other characteristics of organisms.

"If these discoveries can be carried further and applied to mammals, then the scientists admit it might be possible to correct man's deformities and deficiencies. Possibly parents could be assured of bringing sons or daughters into the world according to choice.

"Plants and animals are the result of two major interacting factors—heredity and environment," explained Dr. A. F. Blakeslee, assistant director, discussing the significance of the experiments at Cold Spring Harbour. "Man, nature's most interesting animal, is poor material to unravel fundamental laws, because of the infrequency of his generations (about three to the century in contrast to twenty a year from the fruit-fly), the small number of offspring that can be made from a single mating, and the limited use that can be made of man as an experimental animal. The fundamental laws of life processes, therefore, must be discovered, in the main, from plants and lower animals."

Whether an individual is to become a male or female is determined, under usual environmental conditions, by an internal mechanism controlled by hereditary factors. It has been found, however, Miss Millard tells us, that in two organisms, doves and water-beans, sex can be controlled by changes in environment.

Other Experiments.

"Dr. A. M. Banta, working with small water-beans" (says Miss Millard), "which he grows in bottles, finds that he can increase the proportion of males which are born through changing environmental conditions—by crowding the mothers together in bottles, by the use of various drugs and other stimuli. From these experiments, Dr. Banta thinks it possible that certain environmental conditions have a definite effect on the chromosome mechanism which determines sex.

"Dr. Oscar Riddle discovered that by overworking the reproductive activities of doves—that is, by taking away the eggs as soon as laid and causing the birds to lay many more than the usual number—ultimately the reproduction of females only was brought about. By crossing distantly related species, as the ring-dove and the common pigeon, he obtained only females.

"Let us consider not the present accomplishment but the future possibilities," said Dr. Riddle. "It is open to the experimentalist to kill or to inactivate one kind of sperm at will and thus to remove all chances of the appearance of individuals of one sex. The fact that no one has succeeded in doing this does not mean that it will not be accomplished later. Sex transformation or sex reversal has been accomplished with specially suitable material where treatment could be applied during the early stages of the animal's development. In the frog it has been found that eggs and embryos which would otherwise produce females can be made to develop into male tadpoles and frogs by exposing them to temperatures higher than normal during early development. The same end was accomplished by causing the frog eggs to become 'over-ripe' before allowing the sperms to unite with them.

"All eggs obtained from cross-mating unlike species of pigeons produce males. This is not a very practical way of controlling sex in the human, since mates so dissimilar would have to be sought by humans among the gorillas and chimpanzees.

"Some of us associate all of the changes which have been proved to accompany changes in a female-to-male direction with a speeding up of the oxidations in the developing embryo. Conversely, methods which change males into females seem associated with reductions in this speed of oxidation. If we artificially establish a type of metabolic rate, we can obtain the corresponding type of a sex.

(Continued at foot of next column.)

SINISTER SENSATION IN CHINATOWN.

PERHAPS THE INHABITANTS GET THE CREEPS, TOO?

My recipe for a sinister half-hour contains only two ingredients: Limehouse Causeway and a London fog.

I sampled them both to-day. Having read about the raid which Scotland Yard men carried out in "Chinatown"—about the detectives who, at a given signal, dashed out of the fog into a restaurant and made some arrests—I thought it my duty, as a good Londoner, to find out what Limehouse is really like now-a-days.

Well, Limehouse on a sunny morning may be as cheerful as the bubbles in champagne; but Limehouse in the fog gave me the creeps.

At the top of West India Dock Road the fog was not considerable. It clung to the houses like fine gauze. But as one walked towards the river the atmosphere became denser and damper, so that a stranger unaccustomed to the clammy texture of London fogs, might have imagined that he was being hit in the face with a wet blanket wielded by unseen hands.

The Bowed Figure.

How unostentatiously—how slyly, almost Limehouse-causeway opens off the main road! Had I not searched carefully, I might well have missed it.

Some distance along the street there was a railway bridge; beyond its black outline nothing could be seen except the bowed figure of a Chinese shuffling away into the gloom.

I followed. The winding street was strangely quiet. On either side were little shops. Through some of their windows yellow, long-eyed faces looked out at the fog—and at me.

I walked on, past huddled houses. Now and then I came to an open door, but saw no reassuring lights within—only a darkness deeper than the fog and a silence out of which occasionally there grew a sudden scurrying of feet.

Limehouse-causeway gave place to Narrow-street, and from Narrow-street still narrower alleyways opened—alleys which writhed and twisted among tall buildings and looked as if they led nowhere.

I began to think of fog-swathed Narrow-street as a river of mystery fed by dark and tortuous tributaries; but then I came to real river—to the Thames itself.

A tiny lane ended abruptly in a flight of steps, and at the bottom of the steps the brown stream went slinking by.

Shivers.

The fog, thicker than ever now, seemed to open its arms, to hold me. I shivered. The grey ghost of a boat went past, a few yards out on the water; very dimly, I could see a man's figure swaying as he propelled invisible oars.

From the far bank of the river came a menacing rumble of machinery at work.

Back through Limehouse Causeway I went again, and across West India Dock-road into Pennyfields. In Pennyfields, as elsewhere in Limehouse, many shop windows were heavily shuttered.

It was easy to imagine that somewhere behind those shutters were secret passages and rooms filled with the unconscious forms of men from whose limp figures the opium pipe had fallen to the ground.

I thought of the sort of sub-titles which were used in old-fashioned film serials:—

"And there in the velvet darkness the dread deity of opium claimed yet another victim. Don't miss next week's gripping instalment."

As a matter of fact, it was easy to imagine anything in Limehouse to-day, and the inhabitants have only themselves to blame. I mean, there is nothing more conducive to vivid imaginative flights than the sight of a lot of shut shutters.

Perhaps

It may be, of course, that the Chinese are rather proud of living in a district which looks so sinister, and do all they can to intensify the atmosphere in the hope that a film producer will come along to buy the place and give them all fat contracts.

Or it may be, on the other hand, that the Chinese are sensitive people and that when there is a fog they prefer to shut out the sight of Limehouse. Perhaps it gives them the creeps, too.

P.C.

GERMAN SCHOOL-BOYS' VISIT.

A WEEK IN AN ENGLISH PUBLIC SCHOOL.

A visit of a unique character was recently made to an English public school by a party of German school-boys. The top form of the largest and, in the opinion of some, the most progressive secondary school in Germany went over to England with two of their masters, and lived for a week at Gresham's School, Holt, at the invitation of the headmaster, Mr. J. R. Eccles.

The visit was the outcome of a tour in Germany by boys from Wellington, Cheltenham, Christ's Hospital, and Gresham's School, organized by Toc H, that took place last Easter. This party was entertained by the Aufbauschule, of Neukölln, in Berlin, and the German visit is the direct result of conversations that took place then.

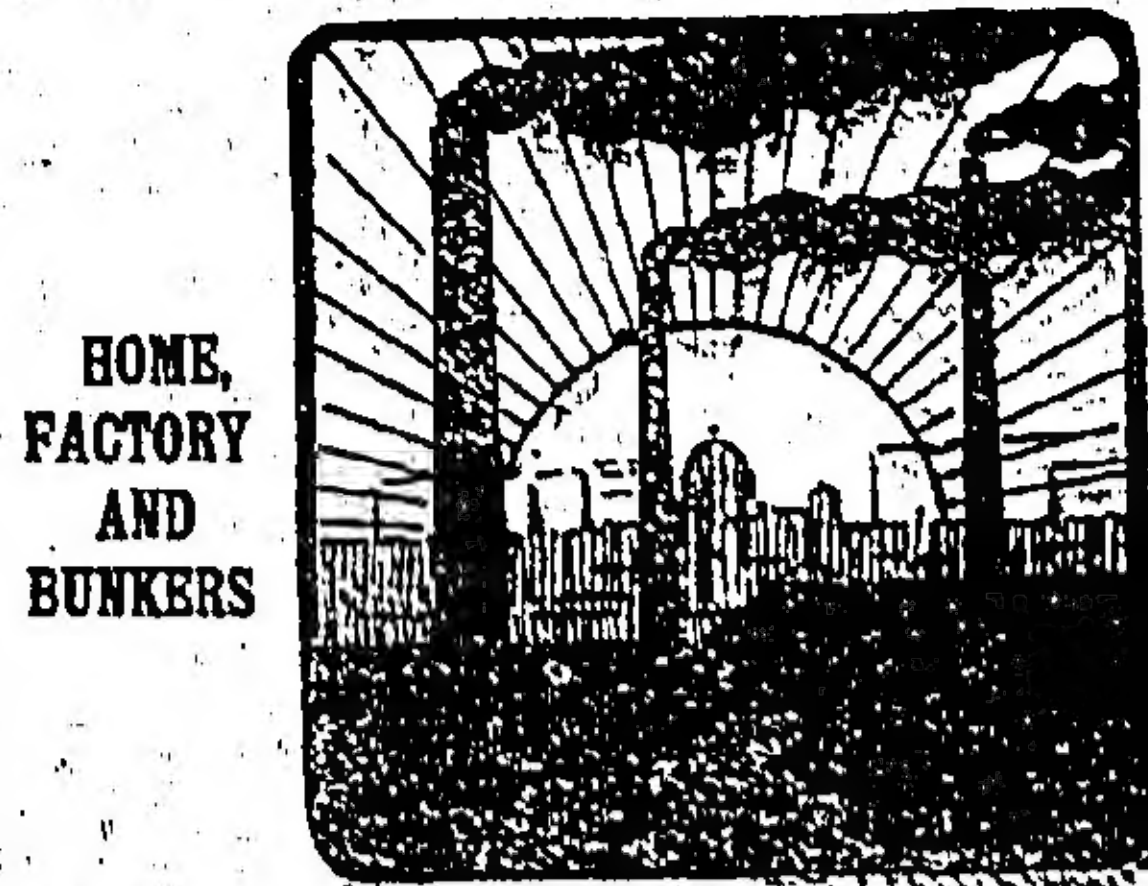
The interest of the visit, from an education point of view, lies in the fact that the Neukölln School is at the moment in the process of building itself again out of the ruins of the old German educational régime. In the hands of Dr. Karzen, a well-known German educationist, the school promises to develop into one of the finest in Germany. At present only a few experimental classrooms have been built, and the new spirit in German education has to struggle along still in the old barrack-like buildings. The interesting thing, from an English point of view, in Dr. Karzen's plans for his new school, which have been published fully in German papers, is that he aims at producing results not unlike those actually achieved in some of the more progressive English public schools. He wishes to produce quickly what we in England have got from the slow building up of tradition by years of patient work. This may not be possible, but the fact, given to the visit its unique character.

Meeting With the King.

The boys had every opportunity during their stay of seeing all sides of English school life. On the first evening they saw Wakefield's film *Kugger*; they attended chapel; they went to classes and laboratories; they played games; they explored the ancient buildings of Norwich; they bicycled along the Norfolk coast from Sheringham to Mundesley; most important of all, they lived with the boys in the school houses and shared in their life. Four of them, while visiting Sandringham, had the good fortune to be introduced to the King. His Majesty showed the greatest interest in them and in their visit to this country. On the last evening English and German boys gathered round a piano and sang sea shanties or *Volklieder* in turn. In a

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quite astonishing way, considering their difference of upbringing and outlook, they fitted easily into the normal life of the school.

The visit, which must be almost the first of its kind, cannot but be the beginning of a work of international co-operation in education that must strengthen the hands of those who are working for conciliation between nations. In Germany they are anxious to learn what they can from the experience of English educationists. They recognise that we possess in our schools a quiet faculty of acting in a corporate way that they have not got. Their new schools are sometimes a little chaotic with self-expression, and they want to learn how to combine freedom with discipline. A visit such as this, from people who feel their life to be full of promise but as yet incomplete, renews the springs of enthusiasm among us, and it is to be hoped, admits them to a glimpse of a heritage of experience that is not without value. Such interchange of ideas cannot fail to refresh and enliven all who participate in them.

ADVICE FOR INVESTORS.

READERS are reminded that inquiries relating to the share market are answered on page 12 every Tuesday by "Kufan." Letters should be sent to this office, and must be accompanied by writer's name and address, not for publication. Letters should be addressed to "Kufan," care of the Editor.

SANDAKAN LIGHT & POWER CO. (1922), LTD.

NETT LOSS LAST YEAR OF \$10,000.

The following report will be presented by the General Managers (Messrs. Shawan, Toms & Co.) of the above Company at the shareholders' seventh ordinary yearly meeting, which is to be held at the head office of the Company, St. George's Building, on Tuesday, December 31, at 12.30 o'clock p.m.:

The General Managers have now to lay before the shareholders a statement of accounts for the year ended June 30, 1929, and balance sheet as at that date.

The profit on working account, after deducting general manager's commission, is \$47,937.70, to which has to be added interest amounting to \$992.21. But after providing for depreciation and charging Consulting Committee's and Auditors' fees, instalment and interest for the year on account of sinking fund to replace value of concession, loss on sales of old machinery, etc., there is a nett loss of \$10,015.92. This amount, transferred to general profit and loss account, makes the balance at debit of that account \$88,961.48.

CONSULTING COMMITTEE.—In accordance with the Articles of Association the Hon. Mr. J. P. Braga, Mr. C. A. da Rosa and Mr. S. M. Churn retire, but being eligible offer themselves for re-election.

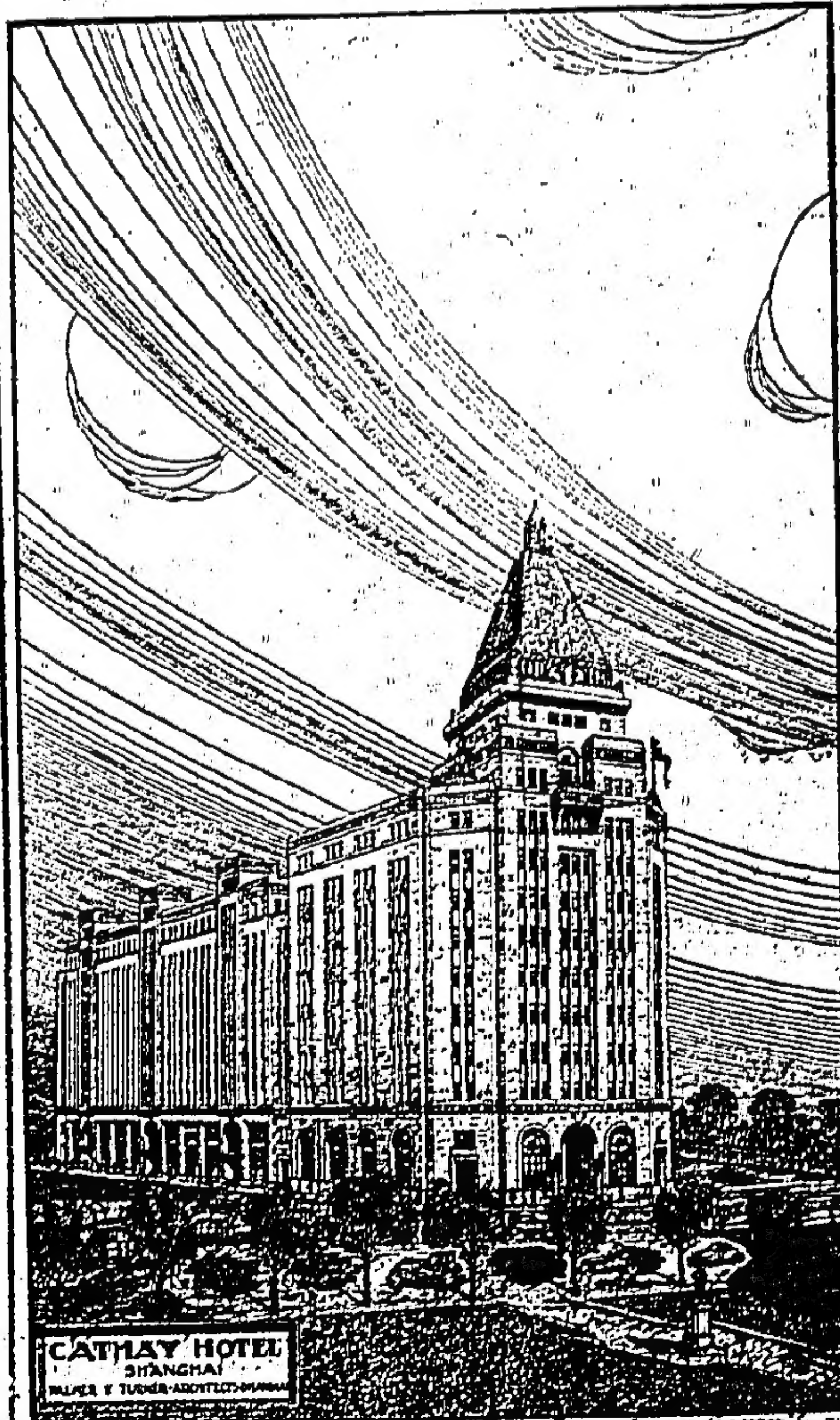
AUDITORS.—The account in Hong Kong have been audited by Messrs. Lowe, Bingham & Matthews and Messrs. Percy Smith, Seth & Fleming, who retire, but being eligible offer themselves for re-election.

CATHAY HOTEL

THE BUND—SHANGHAI

THE MOST MODERN
HOTEL IN CHINA.

214 ROOMS AND
SUITES, EACH WITH
PRIVATE BATHROOM.



HOTEL RESTAURANT
with Spring Dance
Floor opening on to
the Roof Terraces.

"TOWER" a la Carte
RESTAURANT on the
Ninth Floor.

BANQUETING and
PRIVATE DINING
ROOMS on the Tenth
and Eleventh Floors.

E. CARRARD, Manager.

CABLE ADDRESS:—

"CATHOTEL,"
SHANGHAI.

THE KWANGSI SITUATION.

COMPROMISE SUGGESTED.

LI MING SHUI DECLARES FOR CANTON?

According to the vernacular Press, over 15,000 Canton troops are now in Kwangsi. General Chen Tsai Tong who is in personal command of these troops, with headquarters in Wuchow, has offered to incorporate all Kwangsi insurgents willing to surrender into his own forces but will exterminate those who refuse to submit. Chiang Kai Shek's orders to the Canton Higher Command are to "uproot the rebels once and for all." A delegate has been dispatched to Lui Woon Im to discuss a settlement of the Kwangsi situation. It is understood that if Lui and other Kwangsi generals "turn over" to Canton, they will be allowed to hold civil posts only, and their troops will be taken over by Kwangtung generals. Li Tsung Jen, Pei Chung Hsi and Wong Shiu Hung have fled to Haiphong in disguise and their troops are ready to submit.

A report from Wuchow states that large numbers of troops have been rushed from Wuchow to Waichang, in the extreme east of Kwangsi, upon which, the "Ironside" and part of the Kwangsi troops are converging. Meanwhile, troops in Northern Kwangtung are heading for Waichang from Kwangtung to attack them from the rear. The Kwangsi troops will probably surrender but the "Ironsides" are unlikely to yield without further fighting.

Li Ming Shui Changes Sides.

Another report states that Li Ming Shui has declared for the Central Government and has been made commander of the 15th Army. He has several thousand troops at Lungchow, and vicinity and will cooperate with the Canton troops in exterminating "the insurgents."

CHARGE AGAINST MR. SAMPLE.

ALLEGED NEGLIGENCE IN DRIVING A CAR.

A summons for driving his motor car in a negligent manner in Stubbs Road at 7.30 p.m. on December 11 was brought against Mr. E. F. R. Sample, of Messrs. Dennison, Rann and Gibbs, before Mr. E. W. Hamilton at Central Magistracy yesterday.

Mr. A. E. Clark, a witness called by the prosecution, stated in evidence that he was driving his car up Stubbs Road, and half way between Sir Robert Ho Tung's residence and Magazine Gap he overtook an Austin 7, having received a signal to pass. Shortly after, as he was approaching a blind corner, he was overtaken and passed by Mr. Sample's two-seater without any warning.

Cross-examined by Mr. M. K. Lo for the defence, witness said that it was Mr. Sample's own luck that he was able to avoid a crash. Witness was positive that no horn was sounded.

The case was adjourned until next Tuesday afternoon for Mr. J. W. Frank, who was a passenger in Mr. Clark's car, to give evidence for the prosecution.

MOTOR-CAR THEFTS.

PUBLIC VEHICLE OWNER CHARGED.

An owner of a public vehicle motor car was charged before Mr. E. W. Hamilton at Central Magistracy yesterday with stealing motor car accessories and also with receiving stolen property. The complainants were the Hong Kong and Shanghai Hotels, Ltd., Mr. Lam Ying of Messrs. Sang Lee building contractors and Chiu Si Koo. The articles alleged to have been stolen or received were a bumper, a jack, a pair of pliers, wrenches and brushes.

Mr. F. C. E. Rendall appeared for the defence and pleaded not guilty. He asked for a date to be named for the hearing.

The Magistrate fixed the bail at \$1,000, remarking that car thefts were becoming common in the Colony and that this was not an isolated case. The alleged offences, if proved, were serious.

The hearing was fixed for Monday.

TROUBLE AT MACAO.

FIRM HAND WITH SOLDIER REBELS.

Captain Matthews of the S.S. Sui An which arrived from Macao yesterday evening, in an interview with our representative, said that the trouble at the Portuguese Colony was now over. At about 9 a.m. yesterday morning, it is understood that shots were fired by the rebels from Monte Fort at the Government forts below. About a dozen rounds were fired in all but no damage was reported.

Later the "rebels" surrendered, a white flag being hoisted from the Fort. A large number of Government troops led by an officer then advanced on the Fort but no resistance was met with and the rebels laid down their arms.

A disaffected sergeant is stated to have been the leader of the rebels. This man was arrested with some 40 others and it is understood that they are being immediately sent to Portugal. It is believed that the gunboat Patria is bringing them to Hong Kong for transhipment.

The Official Account.

The acting Consul for Portugal in Hong Kong received a cable from the Governor of Macao stating that a small group of soldiers of the garrison stationed at Monte Fort, and led by a sergeant suspected of advanced ideas, rebelled on Sunday and disregarded the orders of the Government. The mutinous troops were immediately surrounded and they submitted on Tuesday morning to military force. No casualties occurred, and all parties responsible have been handed over to a military Tribunal.

HEALTH OF THE COLONY.

SMALL-POX FIGURES LOWER.

New cases of small-pox last week totalled 19 and there were 12 fatalities. All cases were Chinese. Reports on other notifiable diseases were: Typhoid 4, 2 fatalities; diphtheria 3, 1 fatality. Deaths from tuberculosis numbered 43, from malaria 7 (a welcome reduction on recent figures) from influenza 2.

On Monday 9 more cases of small-pox were notified, one being described as "non-Chinese."

On December 13, 28 new cases of small-pox and 33 deaths were notified for the preceding week.

SIR HUGH CLIFFORD TO FLY TO MALAYA?

HIS PRIVATE PLANE.

That Sir Hugh Clifford now owns a private aeroplane, that he is contemplating a flight to Malaya, and that all his old vigour and keenness have returned, are the cheering conclusions to be drawn from a brief but characteristic note from Sir Hugh which has been received in Singapore.

Sir Hugh's message is as follows: "My wife is now in Cornwall and I hope will shortly proceed with her sister to the Riviera. I shall be there myself in my new Gipsy Moth 'Theban Eagle,' which was licensed, starting about January 20."

"Please tell my friends of all nationalities in Malaya that I hope during the years ahead to pay occasional visits to Negri Aka, borne by the same gallant fowl."

A London cable states that Lady Clifford is now convalescing in Cornwall.

SHARK AT PENANG.

FISH FOURTEEN FEET LONG CAUGHT.

An unusually large shark was caught in the vicinity of Penang harbour and landed on the beach off "Donnybrook" in Northam Road, according to the Straits Echo.

It measured 14 feet and weighed in the neighbourhood of 400 lb. The girth of the fish was so big that it could not be manipulated through the gateway of the Municipal landing place and had to be landed finally through Mr. Lim Cheung Kung's house, the services of six men being required for the purpose.

It filled up the whole hand cart, its tail trailing along the road on the way to Chowrasta Market.

The shark was apparently one of a school that was observed sport-ing in the harbour by fishermen a few days ago.

Its presence must have been known for the past week, since the beach at "Donnybrook," which is used as a favourite bathing place by schoolboys, has for the last few days been clear of bathers.

MR. BREWER'S CASE.

ADDRESS BY DEFENDING SOLICITOR.

MAGISTRATE RESERVES HIS DECISION.

The magistracy proceedings against Mr. Noel Lestone Brewer, who is charged under the Perjury and Larceny Ordinances in connection with the preparation and filing of a balance sheet of the Instone Banking Corporation, concluded yesterday, and Mr. A.V.G. H. Grantham reserved his decision.

Prior to Mr. E. Davidson's submissions for the defence, the Magistrate asked Mr. Brewer whether, having heard the evidence, he wished to make a statement, warning him that although he was not obliged to say anything, any statement he would like to make would be taken down as evidence. Mr. Brewer replied that he did not wish to say anything.

In his address for the defence, Mr. Davidson said that he was not reserving his defence although he was not calling evidence, because the defence had been disclosed during the cross-examination of the witnesses. To call evidence would mean prolonging the proceedings, and perhaps be taken as an admission that there was a case to go before a jury, which he emphatically denied.

Duty of the Prosecution.

The defendant was charged with having knowingly and wilfully made a statement false in a material particular in connection with the statutory report and balance sheet, the charges being all the same. It was part of the burden of the prosecution, therefore, to prove the state of the defendant's mind. Not only must they prove that the statement was untrue, but they must prove that Mr. Brewer knew them to be untrue.

There were two important points to remember. It had been very fairly stated by Mr. Fitzroy that the defendant defrauded nobody in the balance sheet Mr. Brewer had not made a cut out of it. In support of the charges, the principal evidence called has been that of Mr. S. H. Ross and Mr. E. L. Agassiz. Throughout their evidence it was clear that what they were stating were matters of opinion.

In the course of his submissions, Mr. Davidson went through the charges separately, quoting a number of Home authorities. He said that so far as the evidence goes there was not the faintest evidence to support the charge of perjury. Mr. Ross had stated that assuming the transactions were genuine, they were correctly treated in the statutory report. This statement put an end to the charge.

An "Amazing Witness."

It was amazing, he continued, that one of the witnesses against Mr. Brewer was an auditor Mr. Li Ting who is authorised by law to sign balance sheets. That witness was as guilty far more guilty than Mr. Brewer if any perjury has been committed at all by the defendant.

At a later stage Mr. Davidson said there was no evidence that Mr. Brewer prepared the balance sheet. Mr. Brewer was unfortunate in that all he had said at the public examination was now being used against him. Mr. Brewer was not the book-keeper of the Company but its President.

In conclusion Mr. Davidson submitted that this was one of the cases which should not be sent before a jury and Mr. Brewer had a right to be discharged in Court. Mr. Fitzroy dealt with points of law, quoting authorities for his Worship's guidance. Decision was then reserved until next Tuesday at 11.30 a.m.

THE WATER SUPPLY.

ENOUGH FOR 29 WEEKS AT PRESENT CONSUMPTION.

Hong Kong.

The total storage in the island reservoirs on the morning of Monday, December 23, amounted to 1,373.33 million gallons showing a decrease of 43.11 million gallons during the past week; the amount collected from streams being 1.63 million gallons.

The week's consumption amounted to 47.74 million gallons.

Kowloon.

The total storage in the mainland reservoirs on the morning of Monday, December 23, amounted to 477.53 million gallons, showing a decrease of 5.76 million gallons during the past week.

The week's consumption amounted to 25.38 million gallons, not including 1.69 million gallons supplied to water boats at Laichikok. The yield from the Shing Mun River this week was 12.51 million gallons.

STELLA POLARIS.

CRUISING MOTOR YACHT IN HARBOUR.

The motor yacht Stella Polaris came into harbour about noon yesterday making fast alongside the Kowloon wharf. Her graceful yacht-like lines, and gleaming white paint attracted immediate attention as she made her way in to her berth passing sturdy cargo boats, warships, and native craft, in her path.

The Stella Polaris, a twin screw motor yacht, is owned by the B. & N. R.M.S./S., whose combined fleet numbers fifty (of which nine are motorships).

She is now on an all winter cruise on the China seas and to the East Indian Islands visiting en route the French Riviera, Italy, Malta, Egypt, Arabia, Ceylon, India, Burma, Malaya, Sumatra, Java, the Celebes, Malacca and Banda Islands, Philippines, Hong Kong, Cochin China, and Siam.

The route to be followed on this 23,000 miles pleasure cruise to the East has been specially selected to obtain the maximum of calm seas and sunshine. It can be considered, says the Company's brochure, a calm water voyage from start to finish, so far as it is humanly possible to arrange.

Limited Passenger Accommodation.

The Stella Polaris is a sunshine boat, and eminently suitable for the tropics, the cabins having latest punkah louvre ventilation. Judged merely by size, she could have found place for a larger number of people than the two hundred passengers for which she provides. But it was decided to limit the number. The state-rooms are large and the decks spacious. The accommodation comprises:—Four cabins de luxe, each with sitting-room, double bed-room, large bath-room and lavatory. Each sitting-room contains a couple of tables, a sofa, and deep, cosy chairs. The suites de luxe are panelled in a beautiful hardwood. There are twelve special double state-bedrooms, each with large private bath-room and lavatory. There are 51 single bedrooms, several of which can be arranged to inter-communicate. The other state-rooms are double rooms. Every room on the ship has hot and cold running water. Bedsteads are fitted, placed on the floor of the rooms, ample wardrobes, reading lamps, cosy chairs, large mirrors.

The lounge and music room has panels of Asiatic Birch in frames of walnut, dark-stained. The two reading and writing rooms are panelled in African pear tree. Everything is light and agreeable. Here, too, are parquet floors and Oriental carpets, and book-cases, writing-tables, sofas and chairs invite delight and ease. The smoke room is panelled in oak and furnished with green leather. And, of course, there are comfortable and spacious chairs and sofas. The fireplace has a marble mantelpiece and is flanked by two book-cases.

The "bells" that ring the travellers' needs are fashioned to be silently effective; they are "light signals" instead of noisy alarms.

Thus it will be seen that the idea has been to carry comparatively few passengers and to carry them in the maximum of comfort. The sundeck is a special feature of the Stella Polaris. It provides that open unobstructed view which is so much appreciated by passengers when going in and out of harbour. Right aft is an open-air gymnasium. The motor power, which obviates amusements for sitting or promenading. For a considerable distance, the B deck is the full breadth of the ship, thus affording a wonderful space for games or dancing.

Sightseeing in Hong Kong.

No special excursions have been arranged for the passengers while in Hong Kong as only a few of them expressed a desire to join them. But trips will be made up the Peak and round the Island, round the New Territories, and to Canton.

Among the passengers are several distinguished Norwegians and Mr. E. Phillips Oppenheim the novelist whose works have already enthralled two generations of readers.

FIRE ON GROUND-STEAMER.

FREIGHTER EXPECTED TO BE A TOTAL LOSS.

Seattle, Dec. 16.—Fire is reported to be raging in the holds of the McCormick freight steamer Skagway, which is grounded on the rocks a mile to the south-west of Cape Flattery.

It is feared that the vessel will be a total loss. The cutter Snichomish rescued the crew under conditions of the utmost danger. Decks of the vessel were hot and there had been a series of explosions.—United Press.

SERIOUS COLLISION IN SHANGHAI.

JAPANESE COLLIER AND THREE WARSHIPS.

As already reported by Reuters, the strong Whangpoo current was partly responsible for another accident on the river at Shanghai last week, when the Yutorofu Maru, a cargo boat coming up river, collided with the British Naval Buoy opposite the Bund, and tossed it on to the bows of H.M.S. Berwick, doing some little damage to her hull. The steamer's following behaviour, however, was a little more serious, as will be seen from the following account published in the N.C. Daily News of the incident.

After her collision with the buoy the Yutorofu Maru swung off and was carried by the tide to the French cruiser, the Waldeck Rousseau, flagship of Admiral Mouget, and struck her starboard bow head on, bending the rails right back and doing some other smaller damage, and then dropped both her bow anchors.

The incoming current swung the steamer round as her aft anchors were not lowered, and her port-side came into hard contact with a French gunboat, the Marne, lying alongside the Waldeck Rousseau and consequently sandwiching her, causing damage to both starboard and port. All the while her siren was shrieking and a flag was hoisted, showing that she was out of control.

The gunboat Marne was under orders for Nanking and due to sail that morning, carrying the French Admiral. Instead of this the ship will go into dock for inspection.

3,500 Tons of Coal.

The Yutorofu Maru, which was carrying 3,500 tons of coal to be unloaded at Shanghai and which is a ship of 4,275 tons burden, was travelling at a good speed, according to an eyewitness, being carried by the inflowing tide and her engines running. Not being able to clear the Berwick, as the strong wind was forcing her on to the man-of-war, her bow bumped against the buoy which was flung against the bows of the Berwick, and then she grated the side of the hull. In doing this, the two starboard anchors of the man-of-war ripped open the whole fore-side on the port side of the steamer.

The tide pushed the ship onwards, despite the fact that her engines had been stopped, and the lifeboat on the bridge on the same side of the Yutorofu Maru was crushed.

Suffering thus, she was carried further on to the French cruiser, the Waldeck Rousseau, and a head on collision followed. The sirens were calling for the tugs, and her flag which was immediately flown showed that she was utterly helpless. Sampan in the vicinity were making away quickly.

Considerable Damage.

She struck the starboard side of the Waldeck Rousseau and the rails broke and bent in, while the fittings on the deck were made useless. A wheel which was used for reeling steel girders was bent and debris from the Yutorofu Maru was scattered on deck.

At this period the Yutorofu's two bow anchors were ordered to be lowered, while she was still swaying from the impact with the cruiser, and it seemed that she was safe until the tugs would arrive, but not so. The tide having played a number of tricks was not put off from another, and while the Yutorofu Maru was swung round by the tide the wind did the rest, crashing her against the Marne, as described above. The Yutorofu will probably have to be removed into dry dock.

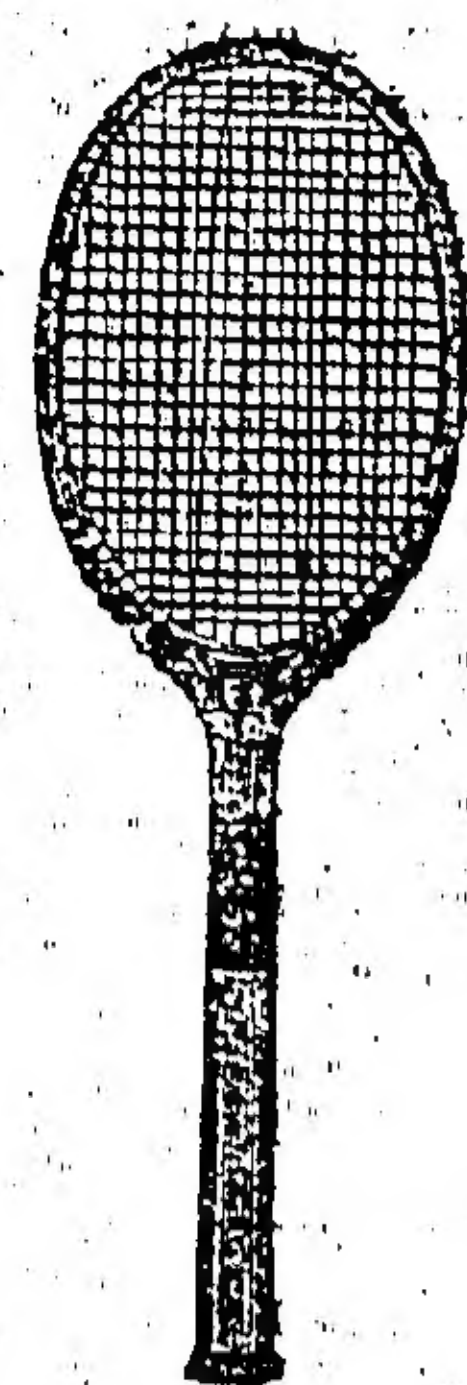
Though little damage was done to the Yutorofu's hull in the latter collision, the gangway of the Marne was broken and pushed into her. The tender which was suspended from the Marne between the two ships was responsible for a large dent in the plates on the port side.

Towed off and Turned.

Two tugs from the Tug & Lighter Co. towed the steamer off, and after she had swung round near the Garden Bend, she anchored at the Hoong Shin Wharf at Pootung at about four o'clock.

Surveyors from the Nippon Yusen Kaisha, who are agents of the Kin-kai Yusen Kaisha by which company the Yutorofu is chartered, examined the damage done to the men-of-war and the steamer. Negotiations are being put through as to whether the Yutorofu Maru should go into dry dock in Shanghai or Japan. It was stated that presently the latter country will be chosen.

TENNIS RACKETS



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THE FAMOUS
"LIGHT BLUE"
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We can string any Racket in Local, Indian or British gut to your own specifications.

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We wish
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A VERY HAPPY CHRISTMAS.

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YEN HSI SHAN "DOES HIS STUFF."

TROOPS SENT TO HONAN.

BACKING HIS WORDS.

[THROUGH REUTER'S AGENCY.]

Peking, Dec. 24. Yen Hsi Shan appears to be following up his recent words with actions. During the past three days Shan's troops have been pouring south from the province. Large numbers are now massed on the north bank of the Yellow River, from where they will cross over and occupy Chengchow, to take part in the campaign against Tang Seng Chi, who is being penned between Hsuehchang and Yencheng on the Kihnan Railway. Tang Seng Chi is striving to draw out his men, and retreat to Shensi. Taiyuanfu messages declare that Shan's troops are entering Honan "for the suppression of the Re-organisationalists."

HAN FU CHU OCCUPIES CHENGCHOW.

[NAVAL WIRELESS.]

SHANGHAI, Dec. 23. It is reported in the Chinese Press that Han Fu Chu is in occupation of Chengchow. The situation at Shanghai is quiet.

RUMANIA AND THE C.E.R.

A RUSSIAN REBUFF.

[THROUGH REUTER'S AGENCY.]

Moscow, Dec. 24. M. Herbet, the French Ambassador, visited M. Litvinoff in order to hand him the communication of the Rumanian Government in connection with the action of Mr. Stimson in reminding Moscow and Nanking of their Kellogg Pact obligations.

M. Litvinoff refused to accept the communication, and declared that as the Sino-Russian dispute was almost completely settled, all statements about joining Mr. Stimson's action were aimless, and could only be considered as a hostile demonstration.

C.E.R. QUESTION.

ANOTHER DATE QUOTED!

[THROUGH REUTER'S AGENCY.]

Mukden, Dec. 23. It is learned from a Russian source that the Habarovsk conference has concluded. It has been decided to hold a formal conference at Moscow on January 23.

GERMAN ARMS FOR CHINA.

PERTINENT QUESTION IN COMMONS.

[THROUGH REUTER'S AGENCY.]

LONDON, Dec. 23. In the House of Commons at question time when Mr. Arthur Henderson stated that evasion of the prohibition of German export of war materials had been hitherto insufficiently important to justify attention of the League Council being drawn to them, Sir Frederick Hall asked whether it was proposed to say that the exportation of sixteen railway trucks loaded of munitions to China was insufficient to justify intervention.

Mr. Henderson promised to consider enquiry if Sir Frederick Hall would provide him with the information.

BODY FOUND AT WAGLAN.

ECHO OF LEE CHONG DISASTER.

An echo of the recent Lee Chong disaster in which all but two survivors lost their lives, was the finding of a dead body by fisher folks at Waglan yesterday. Late last night, a police launch was sent out to Waglan to bring the body into port. A close look-out is being kept for other bodies.

DOMINION STATUS IN INDIA.

COMMITTEE DRAWS UP PROGRAMME.

DEBATABLE DEMANDS.

[THROUGH REUTER'S AGENCY.]

New Delhi, Dec. 23. The conference between the Viceroy, Lord Irwin, and the Indian Nationalist leaders this afternoon, broke down on the main question of Dominion status.

LONDON, Dec. 23. The Indian Central Committee under the chairmanship of Sir Chettur Sankaran Nair formed last year, from the Indian Legislature to work in co-operation with the Simon Commission, has issued a report laying down India's minimum demands.

There are firstly, an explicit declaration that full Dominion status for India is the goal at which the British Government aims.

Secondly, an immediate substantial step towards that goal by conferring upon the provinces a liberal measure of autonomy, and making the Government of India responsible to the Legislature.

Finally, the Government of India Act must be amended to enable Dominion status to be achieved without further enquiries, statutory commissions, etc.

The committee believes that this may be the "last opportunity for the British Government to acquire the support of all the saner and more responsible elements of Indian opinion." It winds up in the hope that a combination of ideas with the Statutory Commission the Indian Central Committee may found a solution of the grave and "most intricate problems."

Further Demands. The Committee details recommendations for provincial autonomy, and the allocation of the respective functions of Governors and Governor-Generals.

It requires that the present electorate be doubled immediately, and the whole adult population compulsorily enfranchised by 1931.

Also, it recommends the abolition of communal electorates, except in the cases of Europeans, Anglo-Indians, and the depressed classes. It also alludes to the widespread belief that the British Army will be maintained as a weapon to keep India in subjection, and therefore recommends "as an experiment" that provincial governments be granted the right to raise a local army to maintain internal security.

Regarding the Central Government, the Committee proposes that all subjects except for the defence of India, and foreign relations, should be transferred to the control of Ministers responsible to the Legislature.

Without the Governor-General's sanction the Legislature should be incompetent to deal with public debt, public revenues, and religious affairs, British defence forces and foreign relations.

It recommends that the Indian Office transfer to the Government of India powers to raise loans to recruit services; and adds that the Secretary of State should be assisted by two Indian under-secretaries, at least one of whom should sit in Parliament.

Finally, a military college, and a Supreme Court should be established in India.

Delhi Outrage.

London, Dec. 23. Replying to Mr. Baldwin and Sir John Simon regarding the New Delhi outrage, Capt. Wedgwood Benn read a message from the Viceroy to the King which said, "I regret I have to inform Your Majesty that an attempt was made this morning to wreck my train by exploding a bomb under it, as we were approaching Delhi. Luckily no harm was done, and few of us realised what had occurred. I hope Your Majesty therefore will not be disturbed by exaggerated reports."

Sentiments of the House voicing profound thanks that Lord and Lady Irwin and the staff providentially escaped from injury from the dastardly outrage were voiced, and passed.

Viceroy's Hopes.

New Delhi, Dec. 23. Many local residents mistook the sound of the bomb explosion for guns fired in honour of the Viceroy's return, hence when Lord and Lady Irwin arrived at the new Viceregal House, the municipality were unaware of the outrage, and presented their address.

Lord Irwin, replying, dealt with the fact that the centre of Imperial rule had returned to Delhi. He paid tribute to the architects, Sir Edwin Lutyens, and Mr. Herbert Baker, whose work at New Delhi formed a worthy setting for the Viceroy's residence.

He said that the Viceroy would be under Providence to (Continued on next column.)

THE NIGERIAN RIOTS.

EXPLANATION FROM OFFICIALS.

WOMEN IN THE VAN.

[THROUGH REUTER'S AGENCY.]

LONDON, Dec. 23. In the House of Commons at question time Dr. Drummond Shiels dealing with the recent disturbances in Southern Nigeria stated that a mob of women armed with sticks, arrived at Opobo on December 16 and cut off the District Officer and 12 police from the rest of the town, leaving the Europeans defenceless.

A platoon of troops under Lieut. R. M. Hill arrived, and the mob was pushed back by troops.

After giving over ten warnings, and as attempts were being made to snatch rifles from the troops, and the district officer being attacked Lieut. Hill ordered the troops to fire.

Nineteen women and one man were killed and ten women died of wounds. Eight women were pushed in the river by the rush of the mob and drowned.

Officers on the spot were satisfied that the opening of fire was the only possible course open to save life and property.

Chief Jaja states that the plan was drawn up on the assumption that the women would not be fired on. The women were to rush the officials, and the men would then loot the factories.

The only other casualties were at Abako, where the police were compelled to fire on a frenzied mob. Six women were killed.

European ladies were assaulted in the riots at Aba on the 19th.

The general situation is now well in hand.

FRANCE AND NAVAL CONFERENCE.

A VERY FORMIDABLE DELEGATION.

[THROUGH REUTER'S AGENCY.]

PARIS, Dec. 23. A Cabinet meeting to-day nominated the following delegates to the Naval Conference in London.

M. Tardieu, M. Briand, M. Leygues, and M. Pietri (all Cabinet Ministers), M. Fleuriot (Ambassador to London).

The assistant delegates will be M. Massigli, head of the French Services to the League of Nations, M. Moyse, Professor of the School of Naval Warfare, and the Prime Minister's Chief of Cabinet.

The Cabinet also decided that the delegation would have the assistance of any special advisers whom the Chamber or Senate might select.

achieve the full destiny of India among the Dominions of the Empire.

He trusted "that the qualities of unity of design and beauty, joined to vigour in execution may ever be reflected in the work of those who labour here in the service of India."

LATER.

One arrest is reported in connection with the bomb outrage near New Delhi.

The Official Account.

New Delhi, Dec. 24. The official account of yesterday's conference between the Viceroy and the Indian Nationalist leaders says that the discussion was limited to the function of the proposed conference in London. It was stated on behalf of the Congress Party, that His Majesty's Government should announce that the purpose of the conference was to draft a scheme for Dominion Status, but the Viceroy pointed out that it was impossible to pre-judge the action of the Conference, or to restrict the liberty of Parliament.

It is unofficially stated that Gandhi and Motilal Nehru insisted that Dominion Status should immediately be granted, but Sir Tej Sapru and Mr. Jinnah thought that such a grant should be urged and argued at the conference.

Arrests in Lahore.

LONDON, Dec. 24. There have been seven arrests here in connection with the attempt to assassinate the Viceroy. This was after a house to house search.

The arrested persons include the brother of Jatin Dhanadas who recently died in prison from hunger-striking, two workers connected with the National Congress camp, and some prisoners who are active members of the League of Youth.

CHINA'S PIRACY EVIL.

BRITISH GOVERNMENT VIEW.

NAVY DOING ALL THEY CAN.

[THROUGH REUTER'S AGENCY.]

LONDON, Dec. 23. Mr. Henderson speaking on the question of banditry in China, said that H.M. Government had in no way contributed to the ransom money paid to bandits by British subjects in China in the last three years.

Mr. Alexander, First Lord of the Admiralty, said he was satisfied that everything possible was being done by His Majesty's Navy to prevent piratical outrages on British merchantmen in China.

As regards methods being adopted to prevent such outrages he pointed out that pirates travelled in any ship disguised as passengers, and the responsibility for dealing with this form of piracy rested primarily on the shipping companies, and the civil authorities ashore.

His Majesty's Navy assisted in suppression of piracy by patrolling the vicinity of well-known bases, such as Bias Bay, in order to intercept pirated ships before they were brought in and abandoned.

A Piracy Committee, under the Governor of Hong Kong, was studying the question, and was constantly urging upon the Chinese authorities the necessity of using every means in their power to locate, and round up the pirates in the villages.

The only additional expenditure on the Navy, due to piracy, was the cost of fuel expended in special patrols.

ANGLO-SOVIET RELATIONS.

DIPLOMATIC POSTS RE-ESTABLISHED.

[THROUGH REUTER'S AGENCY.]

LONDON, Dec. 23. The Department of Overseas Trade announces that on the resumption of diplomatic relations with the Soviet Union it has been decided to re-establish the commercial and diplomatic posts which terminated on the suspension of relations in 1927.

Commercial secretaries of the first and third grade will be stationed at Moscow. The former will be Mr. G. P. Paton, now Consul at Tamsui, Formosa, and the latter Mr. S. Simmonds, Vice-Consul at Constantza, Roumania.

It is anticipated they will take up their duties in January or February.

ANTI-FASCIST PLOTS.

ITALO-BELGIAN UNION NOT LIKED!

[THROUGH REUTER'S AGENCY.]

BRUSSELS, Dec. 23. An anti-Fascist plot to assassinate members of the Belgian Royal Family is reported to have been unearthed by the Italian police.

According to the *Independence Belge*, the Belgian Premier and two of his colleagues recently received letters threatening them with death if the King of the Belgians consented to Princess Marie Jose marrying the Italian Crown Prince.

The paper also says that an attempt on the lives of the Belgian Royalties when visiting Italy for the Royal wedding has been planned to be made in Milan.

AMERICAN PROGRESS.

DESIRE TO COMBINE PROGRESSIVE METHODS WITH STABILITY.

Washington, Dec. 16. In a nationwide radio broadcast which was also carried throughout England by a re-broadcast arrangement, Mr. Julius H. Barnes, newly appointed head of the federal wheat commission, declared to-day that the progress of America can be halted only for brief spaces if at all.

There is an earnest desire in America, as a result of the recent speculative wave and subsequent crash, to learn methods of progress combined with stability, according to Mr. Barnes. The United States also wishes to contribute something helpful to other nations.

The broadcast was made as result of a special request to the United Press from the London Daily Express.

(Continued on next column.)

HENDERSON ON HIS METTLE.

BRILLIANT DEFENCE OF POLICY.

AFFAIRS IN EGYPT.

[BRITISH WIRELESS SERVICE.]

ROGBY, Dec. 23. Sir Austen Chamberlain, who was Foreign Secretary in the late Government, raised in the House of Commons the question of the Government's Egyptian policy. He said that though there was no direct change in the situation in regard to Sudan as a result of the new proposals, there was a contingent promise to allow an Egyptian battalion in certain circumstances to return to Sudan. He regarded that as a dangerous and retrograde step.

The time had not come, if ever it should come, when we could divest ourselves of any part of our responsibility for the Government of Sudan, and share again the responsibility for it with Egyptian people.

If an Egyptian battalion were sent back to the Sudan, would it be made perfectly clear that its continuance there depended solely upon the decision of the British Government; and that if there would be any repetition of offences which led to its withdrawal it would be the prerogative of the British Government, uncontrolled by reference to any other authority, whether in Geneva or at The Hague, to order and enforce its withdrawal?

Referring to Clause Five of the new proposals, providing that each of the contracting parties should undertake not to conclude political agreements prejudicial to the interests of the other, Sir Austen Chamberlain said it was ridiculous to say that the foreign policy of the British Government and the British Empire was to be governed by the interests and circumstances of the Kingdom of Egypt.

He hoped the Foreign Secretary would reconsider the clause based as it was on a mutuality which did not exist in fact. It was proposed that British troops should leave Cairo and Alexandria. Hence the right to go back at once if the interests of the British Empire were threatened? He viewed with profound anxiety the consent of the Government to the removal of those troops.

Mr. Henderson Talks.

Mr. Henderson replying, said his policy was the same as Sir Austen's had been when he was Foreign Secretary. His proposals contained one modification as contrasted with the proposals in the Chamberlain-Sarwat Treaty. This concerned the location of troops for the defence of the Canal. Under the Chamberlain-Sarwat proposals the British Government was not prepared to withdraw troops from the interior to the banks of the Canal for a period of ten years.

Knowing that the Egyptians did not like to have British troops in occupation of their capital, the present Government did not consider it right to continue occupation for ten years, and decided to terminate it when proper arrangements had been made for troops to be located near the Canal—and located there for the purpose of ensuring the defence of that vital artery of British imperial communications.

This would take from three to five years from the coming of into operation of any treaty that might result from these negotiations, because the Government had determined that the Egyptian Government should satisfy our military authorities as to the accommodation and amenities necessary for the comfort of our troops. He thought that by the time the operation became practicable, the best part of ten years would have gone.

The Government believed it was impossible to keep a military force permanently in the capital of a country we desired to recognise as an independent sovereignty. It was still more difficult to defend such a position if maintenance of a force was advocated, not as a means of protecting the Canal, but of preserving internal order in the country.

With regard to the Sudan, that question had been the subject of prolonged and anxious consideration. From the notes which accompanied the Government's proposals it would be seen that the Government were prepared to examine sympathetically the proposals for the return to Sudan of an Egyptian battalion simultaneously with the withdrawal of troops from Cairo. Viewing the position from the viewpoint of different interest, the Sudan Governor-General had expressed himself strongly in favour of the withdrawal of British troops.

(Continued on next column.)

CHINA'S VIEWS ON EXTRALITY.

MR. HENDERSON VERY CAUTIOUS.

WHAT SHOULD HE DO?

[THROUGH REUTER'S AGENCY.]

LONDON, Dec. 23. Mr. Henderson in the Commons to-day, said that he has received no intimation that the Chinese Government intended to abolish extra-territoriality on January 1, but the Chinese Foreign Minister had referred to it as a possibility in conversing with a representative at Nanking of His Majesty's Minister at Peking.

Mr. Henderson declined to answer a question as to what steps he would take if the Chinese Government abolished extraterritoriality.

Playing Safe.

The Government, Mr. Henderson added were most unwilling to agree to anything which might in the slightest degree create danger, however remote, of the recurrence of the deplorable events of 1924. They felt, however, that the conclusion of a Treaty would create an entirely new atmosphere, and ensure that relations between the two countries were inspired by the spirit of genuine co-operation. Mr. Henderson also pointed out that Paragraph Six of the present proposals, as distinct from the Sarwat Treaty, imposed a definite treaty of obligation on Egypt to ensure a due discharge of its responsibilities for lives and property of foreigners in Egypt.

He believed that this proposal was adequate, and if the Treaty was observed in the spirit in which it was conceived he believed it would be effective.

Value of Agreements.

"We proceeded on the lines," said Mr. Henderson "that no agreement can be of permanent value unless credit is given to the Egyptians for a desire to operate an agreement in the spirit in which its provisions have been conceived. Irrevocable restrictions calculated to arouse suspicions, and which would national susceptibilities, have been removed. The purpose, so far as the British Government is concerned, is the establishment of a firm and lasting friendship with the Egyptian people, by removal of those sources of suspicion which in the past have been the cause of so much damage to the interests of both people."

The Government, he said, believed it must regard the declaration of Egyptian independence of 1922 as having made a clean sweep of interference in the internal administration of Egypt. Such interference, in his judgment, could only be maintained by force. A policy of force was hardly worth one moment's discussion. It was a policy for which to-day, no Government would make itself responsible, and no Parliament in this country would support it. He believed that if the present proposals resulted in a Treaty they would open a happier chapter in Anglo-Egyptian relations. It was his firm conviction that such a Treaty, by obtaining for Great Britain the friendship and support of Egypt—especially in times of difficulty and danger—would ensure the security of British imperial communications far more effectively than occupation enforced in the teeth of the opposition of Egyptian people.

He believed that, through its newly elected Government, Egypt would reciprocate the spirit of friendship and faith which had been reposed in them in recent months by representatives of "this nation."

Points in the Debate.

Mr. Winston Churchill expressed the opinion that acceptance of the Treaty in its present form, and the withdrawal of troops from Cairo was likely to lead to bloodshed in Egypt and a dangerous situation in the Mediterranean.

Sir Herbert Samuel thought it most desirable that a draft Treaty be carried out in the interests of the British Empire as well as Egypt.

Mr. Hugh Dalton, Foreign Under-Secretary, declared that the rate of removal of troops from Cairo and Alexandria would depend primarily upon the speed with which the Egyptian authorities created the required amenities in the Canal Zone. He trusted that the Nationalists had enough commonsense to know that Mr. Churchill was now out of office, and that Egypt had to deal with different men, propounding new principles.

He refuted the "panic suggestion" that the Treaty would enable foreign armies to invade Egypt, and pointed out that Egypt would be protected by the League Covenant.

The debate was adjourned.

(Continued on next column.)

Reuter.

Telegrams in Brief.

The Argentinian Government has accepted an offer from Messrs. Baring Brothers of a loan for \$5,000,000 available on January 1, 1930.

Mr. Edge, the American Ambassador to Paris, an ex-newspaperman, cabled inviting all newsmen in Atlantic City to be his guests at his annual New Year's dinner to his former comrades.

M. Le Brix has cabled to Paris that he and Rossi had to jump from their plane with a parachute owing to bad weather. They landed on a mountain near Moulmein. Rossi was slightly hurt, but Le Brix landed safely. The plane and mails were destroyed.

MR. SNOWDEN AND NEXT BUDGET.

NOT INCLINED TO GIVE PROPHECIES.

[THROUGH REUTER'S AGENCY.]

LONDON, Dec. 23. In view of "removing any industrial uncertainty regarding the procedure in the event of the silk, sugar, McKenna and safeguarding duties being repealed in the next Budget," Mr. Philip Snowden to-day made a statement that he declined to anticipate the Budget but said that if the silk and sugar duties were repealed some scheme of rebates would be devised to meet the position of holders of duty-paid stocks.

Regarding the McKenna safeguarding duties, the drawbacks on duty-paid exports would continue to be paid. The Chancellor said that he had already stated that various safeguarding duties would not be renewed after the period for which they were imposed.

MR. STIMSON BACKS YOUNG PLAN.

SUPPORT FROM GERMANY.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, Dec. 23. Mr. Stimson, in the course of his daily talk to newspapermen, expressed gratification at the defeat of the opposition to the Young Plan.

Germany, he said, still felt strongly that the Young Plan would prove beneficial to a general stabilisation of economic conditions. Europe had also expressed its pleasure at the settlement of Sino-Russian difficulties.

OSCAR CHU CHIN ASCHÉ.

FORTUNE-MAKING PLAY REVEALATION.

"I must have drawn well, over \$200,000 in royalties from 'Chu,'" writes Mr. Oscar Asché in "Oscar Asché, His Life, by Himself." "And every one connected with 'Chu' made a fortune. Some kept it, I didn't."

This marvellous production, "Chu Chin Chow," ran at His Majesty's Theatre from August 31, 1916, to July 22, 1921—a total of 2,235 performances. It became a part of London, and a part of Mr. Asché.

His book is extraordinarily well done, and reflects a man who loves life and lives it passionately, who takes hard knocks and gives them, and who worships his profession.

It is packed with "amusing anecdotes" which definitely do amuse, and with genuine interest from his boyhood in Australia, through his days with Benson and Treloar to the crash of "The Good Old Days" at the Gaiety, which involved him in bankruptcy.

Mr. Asché describes how this play succumbed to a combination of insufficient capital to carry it over the gloom caused by Queen Alexandra's death, and—chiefly—to an organised attack by a section of the first-night audience. "One critic who gave the show a good notice, Hannen Swaffer, wondered who had paid these interrupters... and only the other day I discovered who the organised gang of wreckers were. One of them confessed the whole affair."

"Absurd" Salaries.

Mr. Asché attacks the modern theatre from all sides—the buildings themselves, the absurd salaries paid to "stars," the incapacity of the managers, and the "playgoers," as distinct from the "theatre-goers," who want to be entertained and not to think, and who has no love for the art of the theatre.

He thus compares the cinema and the typical theatre:—"The cinema and the talkie is at present in the same position as a well-lighted, beautifully decorated and appointed restaurant, where rather inferior food is served on good china with spotless napery, glass, and plate by polite waiters... and all at cheap prices."

The theatre is as a rather dilapidated eating house, cold and draughty, where food of the best quality is served on chipped, greasy crockery, cutlery... and the playgoers.

Now which would you patronise?"

Sports News

REFEREE'S DUTY TO LINESMEN.

WHEN CO-OPERATION BENEFITS ALL.

[Here is another of the series of articles being contributed by Mr. Arnold Joseph, the famous referee, to the "Daily Express," London.]

A referee should be fit in the truest sense of the word. That is one of the essentials for competency, but, however fit and speedy a referee may be, there are times when it may be impossible for him to give a decisive ruling on a particular point.

Since the offside law was changed to "two men" I have often been asked for my opinion. My experience is that the game was never so fast, and never was there a greater need for speed among referees. To be "up with the ball" throughout a game is a physical impossibility, so the result is every game is controlled by three officials.

The one in the centre of the field might be called the lucky one, but it is good to know that before entering the arena a clear, working understanding is arrived at. It will no doubt be surprising, as well as interesting, to many followers of the sport to know that this is so, as we often hear remarks passed by some who are not aware of the arrangement.

After the severe snowstorm last year, which made several grounds unplayable, we had to act on pitches which were coated with a thick layer of mud. It was impossible to move about on this with the necessary speed, so the need for a working harmony of all three officials was more essential than ever.

The ball was kicked well up the field from a scrum in the goalmouth, and again lifted down the centre to the centre-forward, when the whistle went for offside, though I had not had time to move from the penalty area.

Blow My Whistle.

Standing on the halfway line was one of my linesmen, and he, being in an excellent position, as requested, immediately signalled to me, with the result that I blew my whistle. His decision was not approved in the manner it should have been, but he was perfectly honest, as well as being quick.

A somewhat similar incident occurred in a match played recently, where once again the conditions of the ground were not conducive to quick movement. The ball was kicked up the field from a hot movement in the goalmouth, and reached the centre-forward. He was quite in play, and proceeded to kick the ball back, where he beat the back and took a long shot. The ball hit the crossbar, bounced to the ground, was caught by the goalkeeper, who had turned round for it, and was then kicked out.

The whole movement was so rapid that I could not get into position to give a decisive judgment whether the ball had been over the line. Here, once again, my linesman was able to assist.

Observing that he had followed up the final movement—he was near the corner flag when the shot was made—and, seeing him still in that position, I looked to him. Without any hesitation whatever he pointed to the centre, thus awarding a goal, and I readily confirmed his decision.

The work of a referee can be made much more enjoyable and fair to both teams when he has the ardent co-operation of his linesmen, and I am pleased to say my experiences have always been pleasant in this direction.

This is the understanding I have with my two colleagues: I ask them to follow up with the ball if it is on their wing, and watch each other. If one is up, then the other will go down the field. I keep as near the scene of play as possible.

Never should all three officials be at one end of the field at the same time. When the play is in the penalty area, one at least should

be at the half-way line in case of a sudden breakaway, for that is what usually happens.

It may be of interest to know that among the many instructions given to referees is one that reads: "The referee must take cognisance of his linesmen in all matters reported to him which may have escaped his notice, and deal with them as if he had actually seen them."

Tactful Handling.

With a working understanding between all three officials the control of games can always be made most satisfactory.

Though many of the laws governing Soccer are specific and clearly defined, it is almost impossible to provide for every emergency, with the result that at times incidents occur which require tactful handling by the referee.

Law 13 deals with the duties and power of the referee, and part of it with a very important subject—ungentlemanly conduct.

Often during games I have heard players calling to each other concerning their policy—which is quite in order sometimes, though there are times when a shout may be misinterpreted by an opponent in the immediate vicinity. In such case the player who shouts may be deemed guilty of ungentlemanly conduct. To admonish him and carry out the law, however, might give him an advantage. It is therefore not always wise to carry out the wording of the law. It might be better to make a quiet request to the offender. If, however, a repetition took place, one would immediately suppress such conduct.

There are numerous incidents which may all be treated under this point of law, and only recently I was asked by a *Daily Express* reader for my opinion on an incident which is said to have occurred, but which I can scarcely imagine happening.

A player shot for goal. The ball was entering the top corner of the net, and the goalkeeper, not being able to reach it, lunged his hat at it and deflected it over the bar. Law 4 grants the referee power to award a goal if, in his opinion, the ball would have passed under the bar if it had not been displaced. There is, however, no mention of any act of this nature.

Ungentlemanly Conduct.

There is only one line of action which the referee could take with the utmost confidence, and that would be concerning the action of the goalkeeper in such a case as this, and its relation to ungentlemanly conduct.

Strange to say, shortly afterwards there was a play before me the case of a goalkeeper, who, realising that a player was about to shoot for goal, threw his cap at the ball, and it is stated, caused the player to miss an open goal.

So keen are the Football Association on having such a decision of the proper spirit, that a decision of the international board states that "Linesmen, where neutral, shall call the attention of the referee to rough play or ungentlemanly conduct, and generally assist him to carry out the game in a proper manner." That being so, I should deem any actions of a goalkeeper similar to those already mentioned as gross ungentlemanly conduct.

It may be of interest here to note that Law 13 states that in the event of any ungentlemanly behaviour on the part of a player, the offender, or offenders, shall be cautioned, and if any further offence is committed, or in case of violent conduct without any previous caution, the referee shall order the player, or players, off the field.

(Continued on next column.)

GOLF.

ROYAL HONG KONG GOLF CLUB.

STARTING TIMES FOR CHRISTMAS DAY.

9.30 a.m.	M. H. Turner and E. Des Vaux.
9.35 "	W. D. Harris and O. D. Brown.
9.40 "	P. Morrison and W. W. MacKenzie.
9.45 "	A. E. Lissaman and E. D. Lawrence.
9.50 "	I. H. Geare and L. R. Andrews.
9.55 "	A. C. I. Bowker and J. Collis.
10.00 "	H. Gordon and A. H. Penn.
10.05 "	V. M. Grayburn and E. D. C. Wolfe.
10.10 "	W. J. Roberts and G. E. Towns.
10.15 "	A. P. Bungey and J. W. Alabaster.
10.20 "	E. M. Bryden and D. S. Robb.
10.25 "	W. G. Lorimer and J. Forbes.
10.30 "	Capt. Davidson and J. L. MacPherson.
10.35 "	W. A. Butterfield and G. W. Sewell.
10.40 "	D. S. Edward and D. Ellis.
10.45 "	E. Eager and W. J. Clerk.
10.50 "	F. Ellis and E. D. Black.
10.55 "	C. Mycock and J. M. McCreedy.
11.00 "	A. H. Alexander and O. E. C. Marton.

Boxing Day, December 26.

9.30 a.m.	O. E. C. Marton and L. G. S. Dodwell.
9.35 "	A. D. Humphreys and O. Eager.
9.40 "	H. J. Ireland and H. Spicer.
9.45 "	E. Davidson and E. D. Matthews.
9.50 "	T. Grant and H. Hampton.
9.55 "	C. Mycock and J. S. Dykes.
10.00 "	W. J. Roberts and W. A. Butterfield.
10.05 "	G. Davidson and L. R. Andrews.
10.10 "	I. H. Geare and A. H. Ferguson.
10.15 "	L. H. Ruffin and E. D. Lawrence.
10.20 "	T. C. Monaghan and E. Des Vaux.
10.25 "	A. B. Purves and A. O. Brown.
10.30 "	C. W. Jeffries and S. T. Bulfin.
10.35 "	R. Stuart and J. W. Alabaster.
10.40 "	A. C. McCreedy and N. H. Procter.
10.45 "	H. G. Sheldon and C. C. Black.
10.50 "	R. H. Wild and J. P. Sherry.

When the game has been temporarily stopped for ungentlemanly conduct, the correct method of resumption is by dropping the ball at the spot where it was when play was suspended. If, however, the player is ordered from the field of play, then a free kick must be awarded. It should be noted that a goal may not be scored direct from this free kick.

Persistent infringement of any of the laws of the game is ungentlemanly conduct within the meaning of the law. A player may inquire from a referee as to his decision, but is not entitled by word or action to show dissent from any such decision. A referee is required to treat breach of this instruction as ungentlemanly behaviour. Both these are decisions of the international board.

These are but a few of the many incidents which may be treated as ungentlemanly conduct.

ENGLISHWOMAN SINGS HUNGARIAN MUSIC.

MISS ASHETON'S RECITALS.

Last week-end, at the Repulse Bay Hotel and also at the Jewish Club, a novel vocal and violin recital was given by Miss Dawn Asheton and Mr. Laszlo Schwartz. Both audiences greatly appreciated the programmes submitted, and the artists are giving two more recitals this week, when they will no doubt repeat their success.

The universal vogue of Hungarian music dates back to the introduction of the Rakoczy March, of which the Liszt as well as the Borlitz version are played all over the world. Then came in quick succession Liszt's long array of

interpret of folk and character songs, to first introduce to the English-speaking musical world the original Hungarian lyrics as well as those translated for her by her fellow-artist, Laszlo Schwartz, the eminent Hungarian violinist-composer.

Long before Miss Asheton ever visited Hungary she was a great lover of its quaint and spirited songs. At the end of her first world tour the English artist went to Hungary, bent on drawing closer to the spirit of its folklore. It was after meeting the leading



AN IMPRESSIONISTIC STUDY OF MISS ASHETON.

Hungarian Rhapsodies, which have won more staunch enthusiasts for the cause of Hungarian music than even the famous Brahms Hungarian dances. In our own time Korbay, too, presented to the singing world the arrangements of a fine collection of Hungarian folksongs, but, like the aforementioned contributions, Korbay's arrangements consisted only of folk music. The same holds good regarding much of the recent Bartok and Kodaly collections. It fell to the lot of an English artist, Dawn Asheton, and world-famed coloratura soprano and

modern Hungarian composer that he decided to bring their inspired songs to the attention of the musical world. As a result, the English artist has made beloved the world over songs from Bartok, Kodaly, Pongrac, Hubay, Antalffy, etc. Some of these names were hitherto almost entirely unknown in most music centres. Miss Asheton and Laszlo Schwartz will be heard at the Hong Kong Hotel on Boxing Day and at the Peninsula Hotel on Friday. Details will be found in an advertisement elsewhere.

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WANTED: To Buy or on Long Lease A HOUSE with Tennis Court, PEAK DISTRICT—Apply ELDON POTTER, PRINCE'S BUILDING. [6778]

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MISCELLANEOUS.

PEARLS at KOMOR & KOMOR. Owing to the Excellent Business done by KOMOR & KOMOR have had to send for Fresh Supplies of PEARLS, and in consequence, has decided to extend his Visit until DECEMBER 31. See This United Column. [6875]

FOR SALE.

FOR SALE or TO LET—From MARCH 1st, Modern Six-Roomed HOUSE on THE PEAK. Three Bedrooms and Three Bathrooms. In the event of Sale there is a Seven Per Cent Mortgage which it may be possible to carry on—Please apply to Box 8639, c/o Hong Kong Daily Press. [6839]

SELECT Your CHRISTMAS GIFTS for Your Friends at SINO'S 55, QUEEN'S ROAD CENTRAL. Pretty Silver-plated Ware, Handsome Silk Articles. Best Value. [6863]

POSITION WANTED.

YOUNG GIRL Wants Employment as NURSEERY GOVERNESS; can teach Piano and First Lessons. Would live in—Address Box 8602, c/o Hong Kong Daily Press. [6862]

LOCAL FOOTBALL.

K.O.S.B. RES. EASY WIN AT SOOKUNPOO.

H.K. LEAGUE—DIVISION II. K.O.S.B. Res. 9 R.A. Res. 0. Playing in the junior division of the Hong Kong League yesterday at Sookunpo, the K.O.S.B. ran up a very big score against the R.A., the margin at the close being nine clear goals.

The K.O.S.B. had matters much their own way, but Lawrence in goal for the R.A., although beaten nine times, saved several scoring shots. Crawley opened the score after eight minutes play. Stevens then ran through the defence and the same player beat Lawrence again before the interval with a shot from well outside the penalty area.

Half-time: K.O.S.B. 3, R.A. 0.

Two corners to the K.O.S.B. in succession opened the second half of the game. Toal got his head to a centre from Geggie and beat Lawrence. Stevens came through and with a shot from the penalty line beat Lawrence. Toal snapped up a pass from Crawley and sent in a fast shot, Lawrence letting the ball through his legs. Geggie cut in and sent in a low shot, Lawrence pushed the ball against the upright and from the rebound the ball entered the goal.

The ninth goal came from a centre by Geggie, Toal heading in to give Lawrence no chance.

Result:—

K.O.S.B. Res. 9 R.A. Res. 0

The R.A. lost Gough about halfway through the second half and for the rest of the game the Gunners played ten men only.

The K.O.S.B. team were all workers and kept the Gunners on the defence. Flowers, Seal and Rodgers were the pick of the R.A.

Holiday Matches.

Sunday Herald Cup Competition on Hong Kong F.C. Ground at 3.30 p.m. to-day:—

Portugal v. Chinese, Referee: Mr. F. Smith; Linesmen: Sergt. Bunting and Ldg. Cook Kidd.

To-morrow:—

England v. Scotland, Referee: Cpl. Evans; Linesmen: Messrs. Lawrence and Mose.

CRICKET.

K.C.C. v. NAVY XI.

All day match on Thursday at the K.C.C. ground starting at 11 a.m. K.C.C. team:—W. Brace (Capt.), F. Goodwin, E. C. Fincher, E. F. Fincher, N. H. Ross, F. Zimmermann, W. C. Hung, F. E. Lawrence, G. A. V. Hall, A. T. Lee, A. W. Ramsay. Empire:—A. W. Bliss.

Scorer:—Capt. Lathwaite.

Royal Navy team:—Commander F. C. Baker, Eng. Lieut. C. R. P. Bennett, Squadron Leader C. Bourne, Lieut. G. Cobb, Stoker T. Cross, Sub-Lieut. C. L. L. Glass, Able Seaman S. N. Laslett, Lieut. Comdr. E. W. B. Sim, Comdr. E. G. Stanley, Lieut. F. M. R. Stephenson, Lieut. J. P. Wright.

PAID COLLEGE ATHLETES.

VAST SUMS EARNED BY STUDENTS' TEAMS.

American academic quarters have been thrown into turmoil by a report recently issued by the Carnegie Foundation for the Advancement of Teaching. On the basis of a careful investigation of conditions in the whole of the country the Foundation says that a large number of leading American colleges are paying undergraduate athletes for participating in supposedly amateur inter-collegiate sport, and especially football. These payments, in most cases, come from the pocket of wealthy alumni as outright donations, though in many instance athletes are given salaries or stipends of one sort or another by the college or by the undergraduate athletic association.

In some cases promising players are subsidised for years while students in preparatory schools. The competition between institutions for the services of some exceptionally skilled youngster sometimes reaches the stage of open bidding, and hardly any secret is made of the business transactions in connection with sport that is supposed to be on a strictly amateur basis. A few institutions are exonerated by the Carnegie Foundation, but that the condition described is general has been widely known to followers of athletics for many years.

The Netherlands Harbour Work Company have very kindly undertaken the fixing of the mark at Macao and Mr. Sutherland of Jardine's has sent lifebelts to the Yacht Club for these craft which require them for the extra crew carried.

One clue to these conditions is probably to be found in the vast sums now earned by a successful football team. Yale University, which is among the very few found not to be buying athletes, had a gross income from football last year of more than \$200,000 and a net income, which is roughly identical with profit, of \$108,600. Harvard had a net income of \$24,000, and at least five other colleges earned \$100,000 each. With such huge sums coming into the coffers, and with earnings depending largely upon possessing a brilliant and successful football team, perhaps it would be quixotic not to expect some part of this money to find its way into the pockets of the young men who make the enterprise possible.

But, take your choice and the fickleness of the wind may well upset all calculations but one can only hope that the unforeseen circumstances of pirates will not be a deciding factor and that the best may win.

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HELEN WILLS MARRIED.

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[THROUGH REUTER'S AGENCY.]

Berkeley, Cal., Dec. 23.
Miss Helen Wills and Mr. Fred
Moody were married in the pic-
tureque little chapel of St.
Clement at the foot of Berkeley
Hills. The ceremony was very
simple only the bride's and bride-
groom's parents and the bride-
groom's brother and sister-in-law
being present.

The honeymoon is secret, but is
believed to be in a private yacht.

Miss Wills was very composed at
the service, which did not contain
the word "obey."

The bride received hundreds of
telegrams of congratulation from
all over the world.

There were masses of beautiful
flowers from friends and well-
wishers.

7,000 MILES TO FIND A CADDIE.

WEALTHY GOLFER IN
SEARCH OF A TYRANT.

Mr. Hugh S. Jenkins, of San
Diego, California, has travelled
more than seven thousand miles
with the sole object of finding the
caddie who went round a Manche-
ster golf course with him twelve
months ago.

Mr. Jenkins was for fifteen years
associated with Mr. Henry Ford at
Detroit, and was for four years
managing director of the Ford
Motor Company in England. He
is a genius among motor salesmen,
but is also a golfer.

Golf has its moments of sadness
when the outlook is a murky grey,
and for months Mr. Jenkins, the
golfer, has been facing just such an
outlook.

He was toying with a niblick in
his bedroom at the Park-lane Hotel,
when I saw him, writes a Press re-
presentative.

The scarlet and gold dressing-
gown he was wearing failed to dis-
pel the impression that I was look-
ing at a stricken man, a man who
feels his drives and muffs his
putts.

"He'll Fix Things."

"My game has gone all to pot,"
he confessed emotionally, and I
have come to England to find the
only man who can put me wise.
I forget his name, but I am hoping
that he is still running around at
the Timperley course near Manche-
ster, and if he is, well, I guess he'll
fix things all right."

Mr. Jenkins, former right hand
man to Henry Ford, gazed wist-
fully into the middle distance and
conjured up a vision of the Lan-
cashire caddie, the only man who
can bring back joy to his life.

"He was a great tall lean fellow,
who didn't say much, but he made
you sit up when he did speak. He
was a rare tyrant to me, and bullied
me when I didn't handle my clubs
to his liking. Gee! I hope I can
find him again. If I don't, this
trip will be wasted."

Mr. Jenkins stoutly defended
American golf courses, American
professional players and coaches,
American golf equipment and
American caddies, and added: "It
just happens that the man I am
looking for is the only man who can
put me wise."

The saddest golfer in the world
then looked up to me and Manches-
ter, and muttered: "Gee! I hope
I'll find him."

GIRL ELECTROCUTED ON WIRE FENCE.

CURRENT THAT PASSED
THROUGH WIRELESS
AERIAL.

With her mother receiving shock
after shock in her frantic attempts
to rescue her, a 16-year-old Swans-
sea girl was electrocuted on a wire
fence outside her home at Swansea
last month.

The girl, Hetty Garman, was
dead when she was at last released
from the electrically charged wire
by a neighbour, who knocked her
off by swinging the wooden gate of
the house against her.

The girl's brother had come home
from a cinema, and on entering
the house complained that he had
received a shock when trying to
fasten the gate.

His sister laughed at him, and
ran out to secure the gate.

A second or so later her mother
heard the girl screaming "Mother,
mother, I'm dying!"

The mother rushed out and found
her "lying" across the wire fence.
When the mother attempted to lift
her off she received a powerful
shock.

Frantically she seized the girl's
frock, only to be once more driven
off by an electric shock.

The wire fence is believed to have
become charged with electricity
through a worn electric lead near-
by, touching a wireless aerial,
which, in turn, passed the current
through the wire of the fence.

WORLD

AL CHRISTIE'S
Comedy
Riot!
**THE NERVOUS
WRECK**



WEDNESDAY
AND
THURSDAY
AT

2.30, 5.15, 7.15 & 9.20.

LIFE MARRED BY 507 WORRIES.

SCIENTIST PROBES
WORLD'S NUISANCES.

The origin and nature of common
nuisances form the astonishing sub-
ject of several years' research
undertaken by Professor Cason, of
the University of Rochester, New
York, and recently disclosed at the
International Congress of Psychol-
ogy.

Professor Cason began his ex-
ploration of what "annoys" man
several years ago. He asked a
large group of men and women to
tell what annoyed them most. He
compiled a list of no fewer than
21,000 annoyances, but, finding
duplication and many instances of
spurious annoyances, he curtailed
the list to 507.

The professor, in order to show
the comparative force of various
annoyances, established a scale
which ranged from thirty—the ul-
timate in annoyance—down to zero.

Gush and Cockroaches.

Here are some of the annoyances
the professor listed, with an index
number to the potency of their
power to annoy:

- A gushing manner, 12.
- Arguing, 23.
- Continually criticising something, 23.
- Young person showing disrespect for older person, 23.
- Salesmen trying to make sale, 23.
- A person crowding in front of me instead of waiting in line, 24.
- Talk of one's illnesses, 20.
- To see an intoxicated man, 22.
- To see an intoxicated woman, 23.
- Hearing jazz, 0.
- To hear vocal practice, 11.
- Whistling to oneself, 3.
- Another person talking during motion picture performances, 18.
- A person looking over my shoulder at book or magazine I am read- ing, 14.
- To hear a man swear, 17.
- To hear a woman swear, 24.
- To see the bald head of a man, 2.
- To see or hear an animal treated cruelly, 22.
- To see or hear a child harshly treated by an older person, 22.
- A dirty bed, 23.
- Flies, 23.
- Cockroaches, 24.
- Sight of a snake, 17.
- To find dirt in food I am eating, 25.
- To find hair in food I am eating, 22.
- To smell liquor in breath of a person, 23.

Other things which Professor Cason found annoyed mankind were back-slapping and the disposition of some fellow-mortals to "turn to childlike modes of behaviour."

All of these foregoing "hates" are acquired or learned aversions, says the professor, but there are some which are inherited and com- mon to all. They include the screech of a pencil on a slate, dis- cord in music, some odours, and harsh, grating sounds.

Many persons reported that cer- tain forms of conversation annoyed them, such as talk of sin, dirt, germs, and sex.

Question at Bow County Court: Are you not constantly fighting with your wife? Man: We haven't had a real fight for ages.

Mr. Justice McCardie in the King's Bench Division: When I go into the country I often wonder how the agricultural industry is carried out.

QUEEN'S

PART TALKING

WITH SOUND ACCOMPANIMENT



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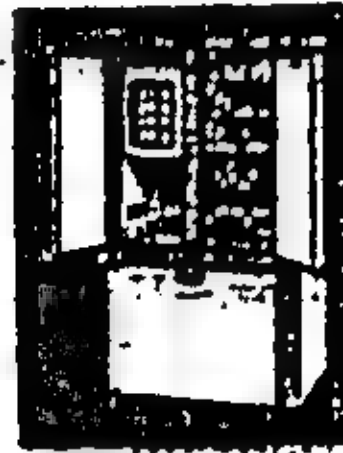
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AMOY.

Haiyang, Douglas, Dec. 25.
Yingchow, B. & S., Dec. 25.
Tjikarang, J.C.J.L., Dec. 23.
Anhui, B. & S., Dec. 20.
Luchow, B. & S., Dec. 20.
Takada, B.I., Dec. 20.
Haining, Douglas, Dec. 31.
Kumang, Jardine's, Jan. 1.
Tean, B. & S., Jan. 1.
Anking, B. & S., Jan. 6.
Tjialak, J.C.J.L., Jan. 6.
Shirala, B.I., Jan. 6.
Tjibadak, J.C.J.L., Jan. 8.
Talmu, B.I., Jan. 12.
Hosang, Jardine's, Jan. 19.
Tjisorca, J.C.J.L., Jan. 20.

ANTWERP.

Suwa Maru, N.Y.K., Dec. 28.
Danmark, Manners, Jan. 8.
Oldenburg, Jansen, Jan. 10.
Fushimi Maru, N.Y.K., Jan. 11.
Panama, Manners, Jan. 23.

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St. Albans, E. & A., Jan. 3.
Taiping, B. & S., Jan. 14.
Aki Maru, N.Y.K., Jan. 22.
RALTIO PORTS.

Danmark, Manners, Jan. 8.
Panama, Manners, Jan. 23.

BALTIMORE.

Urbino, Bank, Dec. 25.

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Kalkan, B. & S., Dec. 28.
Stella-Polaris, B. & N. L., Dec. 28.
Hellas, Thoresen, Dec. 29.
Kiangsu, B. & S., Dec. 29.
Hellas, Thoresen, Jan. 5.
Kaying, B. & S., Jan. 5.

BELAWAN DELI.

Van Heutz, J.C.J.L., Jan. 2.
Isar, Melchers, Jan. 5.
Saarbrücken, Melchers, Jan. 11.

BOMBAY.

Tottori Maru, N.Y.K., Dec. 27.
Stella-Polaris, B. & N. L., Dec. 28.
Rajputana, P. & O., Jan. 4.

BOSTON.

Urbino, Bank, Dec. 25.
Pres. Garfield, Dollar, Dec. 29.
Malayan Prince, Furness, Jan. 1.
Larchbank, Bank, Jan. 3.
Pres. Polk, Dollar, Jan. 12.
Tatsuno Maru, N.Y.K., Jan. 14.
Royal Prince, Furness, Jan. 16.

BREMEN.

Koenigsberg, Melchers, Dec. 27.
Van Heutz, J.C.J.L., Jan. 2.
Isar, Melchers, Jan. 5.
Saarbrücken, Melchers, Jan. 11.
Augsburg, Melchers, Jan. 20.
Panama, Manners, Jan. 23.

BRINDISI.

Himalaya, Dwell's, Dec. 28.
Viminale, Dodwell's, Jan. 2.

CALCUTTA.

Stella-Polaris, B. & N. L., Dec. 28.
Tilawa, B.I., Dec. 27.
Akita Maru, N.Y.K., Dec. 29.
Kutsang, Jardine's, Dec. 30.
Talamba, B.I., Jan. 6.
Yuenang, Jardine's, Jan. 6.
Suhsang, Jardine's, Jan. 17.
Takada, B.I., Jan. 19.

CEBU.

Illinois, S.S.S., Jan. 1.

CHEFOO.

Huichow, B. & S., Dec. 29.
Kueichow, B. & S., Jan. 9.

COLOMBO.

Ammon, Jansen, Dec. 27.
Koenigsberg, Melchers, Dec. 27.
Tottori Maru, N.Y.K., Dec. 27.
Khyber, P. & O., Dec. 28.
Pres. Garfield, Dollar, Dec. 29.
Himalaya, Dwell's, Dec. 28.
D'Artagnan, M.M., Dec. 31.
Rajputana, P. & O., Jan. 4.
Isar, Melchers, Jan. 5.
Viminale, Dodwell's, Jan. 7.
City of Chester, Bank, Jan. 9.
Oldenburg, Jansen, Jan. 9.
Durban Maru, N.Y.K., Jan. 10.
Fushimi Maru, N.Y.K., Jan. 11.
Lahore, P. & O., Jan. 11.
Saarbrücken, Melchers, Jan. 11.
Pres. Polk, Dollar, Jan. 12.
Angers, M.M., Jan. 14.
Khyber, P. & O., Jan. 18.
Augsburg, Melchers, Jan. 20.
Mirzapore, P. & O., Jan. 22.
Jeypore, P. & O., Jan. 25.

COPENHAGEN.

Danmark, Manners, Jan. 8.
Panama, Manners, Jan. 23.

DALNY.

Yingchow, B. & S., Dec. 25.
Aller, Melchers, Dec. 30.
Tean, B. & S., Jan. 1.
Coblentz, Melchers, Jan. 17.
Franken, Melchers, Jan. 25.

DUTCH PORTS.

Patroclus, B.F., Dec. 25.
Ammon, Jansen, Dec. 27.
Koenigsberg, Melchers, Dec. 27.
Khyber, P. & O., Dec. 28.
Suwa Maru, N.Y.K., Dec. 28.
Isar, Melchers, Jan. 5.
Danmark, Manners, Jan. 8.
Diomed, B.F., Jan. 7.
City of Chester, Bank, Jan. 9.
Oldenburg, Jansen, Jan. 9.
Fushimi Maru, N.Y.K., Jan. 11.
Lahore, P. & O., Jan. 11.
Saarbrücken, Melchers, Jan. 11.
Ceylon, Gilman's, Jan. 12.
Augsburg, Melchers, Jan. 20.
Panama, Manners, Jan. 23.
Jeypore, P. & O., Jan. 25.

FOOCHOW.

Haiyang, Douglas, Dec. 25.
Haining, Douglas, Dec. 31.
Chipshing, Jardine's, Jan. 12.
Cheongshing, Jardine's, Jan. 24.

GENOA.

Ammon, Jansen, Dec. 27.
Koenigsberg, Melchers, Dec. 27.
Pres. Garfield, Dollar, Dec. 29.
Oldenburg, Jansen, Jan. 9.
Durban Maru, N.Y.K., Jan. 10.
Saarbrücken, Melchers, Jan. 11.
Pres. Polk, Dollar, Jan. 12.
Antilochus, B.F., Jan. 20.
Augsburg, Melchers, Jan. 20.

GLASGOW.

Patroclus, B.F., Dec. 25.
Antilochus, B.F., Jan. 20.

GOTHENBURG.

Danmark, Manners, Jan. 8.
Panama, Manners, Jan. 23.

HAIPHONG AND HOIHOW.

Chusan, B. & S., Dec. 28.
Kalkan, B. & S., Dec. 28.

HAMBURG.

Ammon, Jansen, Dec. 27.
Koenigsberg, Melchers, Dec. 27.
Khyber, P. & O., Dec. 28.
Isar, Melchers, Jan. 5.
Danmark, Manners, Jan. 8.
Diomed, B.F., Jan. 7.
City of Chester, Bank, Jan. 9.
Oldenburg, Jansen, Jan. 9.
Lahore, P. & O., Jan. 11.
Saarbrücken, Melchers, Jan. 11.
Ceylon, Gilman's, Jan. 12.
Augsburg, Melchers, Jan. 20.
Panama, Manners, Jan. 23.
Jeypore, P. & O., Jan. 25.

HAYEE.

Cyclops, B.F., Dec. 20.

HONOLULU.

Taiyo Maru, N.Y.K., Jan. 5.
Tenyō Maru, N.Y.K., Jan. 23.

ILOILO.

Urbino, Bank, Dec. 24.
Illinois, S.S.S., Jan. 5.

JAPAN PORTS.

Delagon Maru, N.Y.K., Dec. 25.
Bellerophon, B.F., Dec. 26.
Bengal Maru, N.Y.K., Dec. 27.
Hilda, Dwell's, Dec. 27.
Ermland, Jansen, Dec. 28.
Mirzapore, P. & O., Dec. 28.
Takada, B.I., Dec. 28.
Aller, Melchers, Dec. 30.
Pres. Madison, A.M.L., Dec. 31.
Tjibadak, J.C.J.L., Dec. 31.
Kumang, Jardine's, Jan. 1.
Remo, Dodwell's, Jan. 2.
Glenahane, Jardine's, Jan. 3.
Mantua, P. & O., Jan. 3.
Taiyo Maru, N.Y.K., Jan. 5.
Pres. Pierce, Dollar, Jan. 7.
Java, Manners, Jan. 9.
Burgeland, Jansen, Jan. 9.
Glenamoy, Jardine's, Jan. 9.
Kidderpore, P. & O., Jan. 10.
Talmu, B.I., Jan. 12.
Mishima Maru, N.Y.K., Jan. 14.
Pres. Jackson, A.M.L., Jan. 14.
Tatsuno Maru, N.Y.K., Jan. 14.
Emp. of Canada, C.P.S., Jan. 15.
General Metzing, M.M., Jan. 15.
Karmala, P. & O., Jan. 15.
Hosang, Jardine's, Jan. 19.
Glenagarry, Jardine's, Jan. 20.
Pres. Taft, Dollar, Jan. 21.
Agra, Gilman's, Jan. 23.
Ixion, B.F., Jan. 23.
Tenyō Maru, N.Y.K., Jan. 23.
Albert Voegler, Jansen, Jan. 25.
Franken, Melchers, Jan. 25.

JAVA PORTS.

Tjileboet, J.C.J.L., Dec. 31.
Tjikembang, J.C.J.L., Jan. 1.
Tjikarang, J.C.J.L., Jan. 11.
Tjialak, J.C.J.L., Jan. 14.

LIVERPOOL.

Durban Maru, N.Y.K., Jan. 10.
Antilochus, B.F., Jan. 20.

LONDON.

Patroclus, B.F., Dec. 25.
Khyber, P. & O., Dec. 28.
Stella-Polaris, B. & N. L., Dec. 28.
Suwa Maru, N.Y.K., Dec. 28.
Rajputana, P. & O., Jan. 4.
Diomed, B.F., Jan. 7.
City of Chester, Bank, Jan. 9.
Fushimi Maru, N.Y.K., Jan. 11.
Lahore, P. & O., Jan. 11.
Antenor, B.F., Jan. 22.

LOS ANGELES.

Pres. Madison, A.M.L., Dec. 31.
Golden Mountain, S.S.S., Jan. 11.
Pres. Jackson, A.M.L., Jan. 14.

MANILA.

Tango Maru, N.Y.K., Dec. 25.
Ammon, Jansen, Dec. 27.
Koenigsberg, Melchers, Dec. 27.
Emp. of Canada C.P.S., Dec. 29.
Pres. Garfield, Dollar, Dec. 29.
Pres. Pierce, Dollar, Dec. 31.
Tjileboet, J.C.J.L., Dec. 31.
St. Albans, E. & A., Jan. 3.
Illinois, S.S.S., Jan. 5.
Oldenburg, Jansen, Jan. 9.
Saarbrücken, Melchers, Jan. 11.
Pres. Polk, Dollar, Jan. 12.
Emp. of Russia, C.P.S., Jan. 13.
Pres. Taft, Dollar, Jan. 14.
Taiping, B. & S., Jan. 14.
Tjialak, J.C.J.L., Jan. 14.
Aki Maru, N.Y.K., Jan. 22.

MARSEILLES.

Patroclus, B.F., Dec. 25.
Koenigsberg, Melchers, Dec. 27.
Khyber, P. & O., Dec. 28.
Suwa Maru, N.Y.K., Dec. 28.
Pres. Garfield, Dollar, Dec. 29.
D'Artagnan, M.M., Dec. 31.
Rajputana, P. & O., Jan. 4.
Isar, Melchers, Jan. 5.
Diomed, B.F., Jan. 7.
Durban Maru, N.Y.K., Jan. 10.
Fushimi Maru, N.Y.K., Jan. 11.
Lahore, P. & O., Jan. 11.
Pres. Polk, Dollar, Jan. 12.
Angers, M.M., Jan. 14.
Khyber, P. & O., Jan. 18.
Augsburg, Melchers, Jan. 20.
Antenor, B.F., Jan. 22.
Panama, Manners, Jan. 23.
Jeypore, P. & O., Jan. 25.

NAPLES.

Stella-Polaris, B. & N. L., Dec. 28.
Suwa Maru, N.Y.K., Dec. 28.
Pres. Garfield, Dollar, Dec. 29.
Fushimi Maru, N.Y.K., Jan. 11.
Pres. Polk, Dollar, Jan. 12.

NEW YORK, BOSTON, etc.

Urbino, Bank, Dec. 25.
Pres. Garfield, Dollar, Dec. 29.
Malayan Prince, Furness, Jan. 1.
Larchbank, Bank, Jan. 3.
Pres. Polk, Dollar, Jan. 12.
Tatsuno Maru, N.Y.K., Jan. 14.
Royal Prince, Furness, Jan. 16.

NORTH CHINA.

Aller, Melchers, Dec. 30.
Burgeland, Jansen, Jan. 9.
Java, Manners, Jan. 9.
Coblentz, Melchers, Jan. 17.
Franken, Melchers, Jan. 25.

OSLO.

Danmark, Manners, Jan. 8.
Ceylon, Gilman's, Jan. 12.
Panama, Manners, Jan. 23.

PANAMA.

Tatsuno Maru, N.Y.K., Jan. 14.

PENANG.

Koenigsberg, Melchers, Dec. 27.
Tilawa, B.I., Dec. 27.
Tottori Maru, N.Y.K., Dec. 27.
Khyber, P. & O., Dec. 28.
Akita Maru, N.Y.K., Dec. 29.
Pres. Garfield, Dollar, Dec. 29.
Kutsang, Jardine's, Dec. 30.
Van Heutz, J.C.J.L., Jan. 2.
Rajputana, P. & O., Jan. 4.
Talamu, B.I., Jan. 6.
Yuenang, Jardine's, Jan. 6.
Fushimi Maru, N.Y.K., Jan. 11.
Lahore, P. & O., Jan. 11.
Pres. Polk, Dollar, Jan. 12.
Suhsang, Jardine's, Jan. 17.
Khyber, P. & O., Jan. 18.
Takada, B.I., Jan. 19.
Augsburg, Melchers, Jan. 20.
Mirzapore, P. & O., Jan. 22.
Jeypore, P. & O., Jan. 25.

PORTLAND.

Pennsylvania, S.S.S., Jan. 18.
Texas, S.S.S., Jan. 4.

RABAU.

Bremerhaven, Melchers, Dec. 26.

RANGOON.

Stella-Polaris, B. & N. L., Dec. 28.
Akita Maru, N.Y.K., Dec. 29.
Talamu, B.I., Jan. 6.

SAIGON.

Stella-Polaris, B. & N. L., Dec. 28.
D'Artagnan, M.M., Dec. 31.
Angers, M.M., Jan. 14.

SANDAKAN.

Mauang, Jardine's, Dec. 30.
St. Albans, E. & A., Jan. 3.
Hinsang, Jardine's, Jan. 6.

SAN FRANCISCO.

Pres. Madison, A.M.L., Dec. 31.
Taiyo Maru, N.Y.K., Jan. 5.
Pres. Jackson, A.M.L., Jan. 14.
Tatsuno Maru, N.Y.K., Jan. 14.
Pennsylvania, S.S.S., Jan. 18.
Tenyō Maru, N.Y.K., Jan. 23.

SCANDINAVIAN PORTS.

Danmark, Manners, Jan. 8.
Ceylon, Gilman's, Jan. 12.
Panama, Manners, Jan. 23.

SEATTLE.

Talhybis, B.F., Dec. 31.
Pres. Pierce, Dollar, Jan. 7.
Mishima Maru, N.Y.K., Jan. 14.
Pres. Taft, Dollar, Jan. 21.
Ixion, B.F., Jan. 23.

SHANGHAI.

Delagon Maru, N.Y.K., Dec. 25.
Shansi, B. & S., Dec. 25.
Sunning, B. & S., Dec. 25.
Waishang, Jardine's, Dec. 25.
Bellerophon, B.F., Dec. 28.
Yingchow, B. & S., Dec. 25.
Tianyuan, B. & S., Dec. 28.
Bengal Maru, N.Y.K., Dec. 27.
Hilda, Dwell's, Dec. 27.
Ermland, Jansen, Dec. 28.
Mirzapore, P. & O., Dec. 28.
Tjikarang, J.C.J.L., Dec. 28.
Hinsang, Jardine's, Dec. 29.
Luchow, B. & S., Dec. 29.
Sinkiang, B. & S., Dec. 29.
Takada, B.I., Dec. 29.
Aller, Melchers, Dec. 30.
Chakang, Jardine's, Dec. 30.
Pres. Madison, A.M.L., Dec. 31.
Sphinx, M.M., Jan. 1.

SHANGHAI—(Continued).

Tean, B. & S., Jan. 1.
Yatshing, Jardine's, Jan. 1.
Remo, Dodwell's, Jan. 2.
Glenahane, Jardine's, Jan. 3.
Mantua, P. & O., Jan. 3.
Kwongang, Jardine's, Jan. 5.
Taiyo Maru, N.Y.K., Jan. 5.
Pres. Pierce, Dollar, Jan. 7.
Java, Manners, Jan. 9.
Burgeland, Jansen, Jan. 9.
Tjibadak, J.C.J.L., Jan. 9.
Glenamoy, Jardine's, Jan. 10.
Kidderpore, P. & O., Jan. 10.
Khyber, P. & O., Dec. 24.
Mishima Maru, N.Y.K., Jan. 14.
Pres. Jackson, A.M.L., Jan. 14.
Tatsuno Maru, N.Y.K., Jan. 14.
Bonneville, Thoresen's, Jan. 15.
Emp. of Canada, C.P.S., Jan. 15.
General Metzing, M.M., Jan. 15.
Coblentz, Melchers, Jan. 17.
Karmala, P. & O., Jan. 18.
Shirala, B.I., Jan. 18.
Glenagarry, Jardine's, Jan. 20.
Pres. Taft, Dollar, Jan. 21.
Agra, Gilman's, Jan. 23.
Tenyō Maru, N.Y.K., Jan. 23.
Albert Voegler, Jansen, Jan. 25.
Franken, Melchers, Jan. 25.

SINGAPORE.

Patroclus, B.F., Dec. 25.
Ammon, Jansen, Dec. 27.
Koenigsberg, Melchers, Dec. 27.
Tilawa, B.I., Dec. 27.
Tottori Maru, N.Y.K., Dec. 27.
Khyber, P. & O., Dec. 28.
Stella-Polaris, B. & N. L., Dec. 28.
Akita Maru, N.Y.K., Dec. 29.
Anhui, B. & S., Dec. 29.
Pres. Garfield, Dollar, Dec. 29.
Kutsang, Jardine's, Dec. 30.
D'Artagnan, M.M., Dec. 31.
Kamakura Maru, N.Y.K., Jan. 2.
Rajputana, P. & O., Jan. 4.
Danmark, Manners, Jan. 8.
Isar, Melchers, Jan. 5.
Anking, B. & S., Jan. 6.
Talamu, B.I., Jan. 6.
Yuenang, Jardine's, Jan. 6.
Oldenburg, Jansen, Jan. 9.
Durban Maru, N.Y.K., Jan. 10.
Fushimi Maru, N.Y.K., Jan. 11.
Lahore, P. & O., Jan. 11.
Saarbrücken, Melchers, Jan. 11.
Pres. Polk, Dollar, Jan. 12.
Angers, M.M., Jan. 14.
Suhsang, Jardine's, Jan. 17.
Khyber, P. & O., Jan. 18.
Takada, B.I., Jan. 19.
Augsburg, Melchers, Jan. 20.
Antenor, B.F., Jan. 22.
Panama, Manners, Jan. 23.
Jeypore, P. & O., Jan. 25.

SOUTH AFRICAN PORTS.

Kamakura Maru, N.Y.K., Jan. 2.

SOUTH AMERICAN PORTS.

Kamakura Maru, N.Y.K., Jan. 2.

SWATOW.

Haiyang, Douglas, Dec. 25.
Sunning, B. & S., Dec. 25.
Waishang, Jardine's, Dec. 25.
Tianyuan, B. & S., Dec. 28.
Anhui, B. & S., Dec. 29.
Hinsang, Jardine's, Dec. 29.
Hellas, Thoresen, Dec. 29.
Kiangsu, B. & S., Dec. 29.
Sinkiang, B. & S., Dec. 29.
Chakang, Jardine's, Dec. 30.
Haining, Douglas, Dec. 31.
Yatshing, Jardine's, Jan. 1.
Kaying, B. & S., Jan. 5.
Kwongang, Jardine's, Jan. 5.
Anking, B. & S., Jan. 6.
Tjialak, J.C.J.L., Jan. 6.
Tjisorca, J.C.J.L., Jan. 20.

TIENTSIN.

Huichow, B. & S., Dec. 29.
Kueichow, B. & S., Jan. 9.
Chipshing, Jardine's, Jan. 12.
Cheongshing, Jardine's, Jan. 24.
Franken, Melchers, Jan. 25.

TRIESTE AND VENICE.

Himalaya, Dwell's, Dec. 28.
Viminale, Dodwell's, Jan. 2.

TSINGTAO.

Sunning, B. & S., Dec. 25.
Waishang, Jardine's, Dec. 25.
Hinsang, Jardine's, Dec. 29.
Sinkiang, B. & S., Dec. 29.
Chakang, Jardine's, Dec. 30.
Yatshing, Jardine's, Jan. 1.
Kwongang, Jardine's, Jan. 5.

VANCOUVER, B.C.

Talhybis, B.F., Dec. 31.
Texas, S.S.S., Jan. 4.
Emp. of Canada, C.P.S., Jan. 15.
Ixion, B.F., Jan. 23.

VICTORIA, B.C.

Talhybis, B.F., Dec. 31.
Pres. Pierce, Dollar, Jan. 7.
Mishima Maru, N.Y.K., Jan. 14.
Emp. of Canada, C.P.S., Jan. 15.
Pres. Taft, Dollar, Jan. 21.
Ixion, B.F., Jan. 23.

VLADIVOSTOK.

Glenahane, Jardine's, Jan. 3.
Glenamoy, Jardine's, Jan. 10.
Glenagarry, Jardine's, Jan. 20.
Agra, Gilman's, Jan. 23.

WEIHAIWEI.

Huichow, B. & S., Dec. 29.
Kueichow, B. & S., Jan. 9.
Chipshing, Jardine's, Jan. 12.
Cheongshing, Jardine's, Jan. 24.

EXPECTED ARRIVALS AND MOVEMENTS.

Agra due from Europe Jan. 23.
Aki Maru due from Japan Jan. 21.
Akita Maru due from Japan Dec. 23.
Albert Voegler due from Europe Jan. 25.
Aller due from Europe Dec. 30.
Altai Maru due from Japan Jan. 8.
Ammon arrived from Shanghai Dec. 23.
Angers due from Shanghai Jan. 13.
Antenor due from Shanghai Jan. 22.
Augsburg due from Shanghai Jan. 19.
Awa Maru due from Japan Jan. 10.
Bellerophon due from Europe Dec. 28.
Benares due from Europe Feb. 7.
Bengal Maru, due from Japan Dec. 27.
Bronxville due from Europe Jan. 19.
Burgeland due from Europe Jan. 9.
Calulu due from Australia Jan. 10.
City of Hereford due from Europe Jan. 15.
City of Kobe due from Europe Jan. 12.
City of Salisbury due from New York Jan. 29.
Coblentz due from Europe Jan. 17.
D'Artagnan due from Shanghai Dec. 30.
Danmark due from Shanghai Jan. 4.
Demodocus due from Europe Jan. 26.
Diomed due from Shanghai Jan. 7.
Dolius due from Europe Jan. 3.
Durban Maru due from Singapore Jan. 10.
Empress of Asia due Yokohama Dec. 25.
Emp. of Canada due from Shanghai Dec. 28.
Emp. of Russia due from Vancouver Jan. 12.
Ermland due from Singapore Dec. 28.
Franken due from Europe Jan. 25.
Fushimi Maru due from Singapore Jan. 10.
General Metzing due from Europe Jan. 14.
Genoa Maru due from Singapore Jan. 8.
Glenamoy due from Europe Jan. 9.
Glenapp due from Europe Jan. 30.
Glenagry due from Europe Jan. 16.
Glenahane due from Europe Dec. 30.
Hector due from Europe Jan. 9.
Hilda due from Singapore Dec. 27.
Himalaya due from Shanghai Dec. 28.
Isar due from Shanghai Jan. 4.
Ixion due from Europe Jan. 7.
Iyo Maru due from Japan Jan. 20.
Java due from Europe Jan. 9.
Jeypore due from Japan Jan. 25.
Kamakura Maru due from Japan Jan. 2.
Karmala due from Europe Jan. 17.
Khyber due from Japan Dec. 27.
Kidderpore due from Europe Jan. 9.
Koenigsberg due from Shanghai Dec. 27.
Korea Maru due from Europe Jan. 13.
Kumsang due from Europe Dec. 30.
Lahore due from Shanghai Jan. 10.
Laomedon due from Europe Jan. 25.
Manila Maru arrived from Japan Dec. 23.
Mantua due from Europe Jan. 2.
Mentor due from Europe Jan. 21.
Mirzapore due from Singapore Dec. 27.
Mishima Maru due from Shanghai Dec. 30.

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW, SHANGHAI & TIENTSIN	"SUNNING"	On 24th Dec.	Daylight
SWATOW, SHANGHAI & DALNY	"SHANSI"	On 25th Dec.	Daylight
SWATOW, SHANGHAI & DALNY	"YINGHONG"	On 26th Dec.	3 p.m.
SWATOW, SHANGHAI & DALNY	"TAIYUAN"	On 26th Dec.	Daylight
HONGKONG, SHANGHAI & HAIPHONG	"HUASAN"	On 26th Dec.	10 a.m.
HONGKONG & BANGKOK	"KALGAN"	On 26th Dec.	11 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SINKIANG"	On 26th Dec.	Daylight
SWATOW, SHANGHAI & TIENTSIN	"ANHU"	On 26th Dec.	3 a.m.
SWATOW, SHANGHAI & TIENTSIN	"LUCHOW"	On 26th Dec.	10 a.m.
SWATOW, SHANGHAI & TIENTSIN	"KANGSU"	On 26th Dec.	11 a.m.
SWATOW, SHANGHAI & DALNY	"TEAN"	On 1st Jan.	3 p.m.
SWATOW, SHANGHAI & DALNY	"KAYING"	On 5th Jan.	11 a.m.
SWATOW, SHANGHAI & DALNY	"ANKING"	On 6th Jan.	5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"KUEICHO"	On 9th Jan.	10 a.m.

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CHANGTE	11th February	18th February
CHANGTE	11th March	18th March
CHANGTE	11th April	18th April

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M.S. "Panama"	9th Jan.	23rd Jan.
M.S. "Java"	31st Jan.	18th Feb.
M.S. "Asia"	20th Feb.	12th March
M.S. "Africa"	1st April	1st April
M.S. "Malaya"	3rd April	13th May
M.S. "Danmark"	11th June	11th June
M.S. "Panama"	1st July	10th July
M.S. "Java"	1st July	10th Aug.

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L'ARTAGNAN	31st Dec.	SPHINX	1st Jan.
ANGERS	14th Jan.	G. METZINGER	15th Jan.
SEIN	28th Jan.	ANDRE LEBON	29th Jan.
G. METZINGER	11th Feb.	PORTHOS	12th Feb.
ANDRE LEBON	25th Feb.	CHRONCEAUX	26th Feb.
PORTHOS	11th Mar.	ATHOS II	12th Mar.
CHRONCEAUX	25th Mar.	D'ARTAGNAN	26th Mar.
ATHOS II	8th Apr.	ANGERS	8th Apr.

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ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

DECEMBER 23, 1929.														DECEMBER 24, 1929.													
STATION.	Hour Local Standard Time	BAROMETR AT SEA LEVEL.		TEMPERATURE	HUMIDITY	WIND		Hour Local Standard Time	BAROMETR AT SEA LEVEL.		TEMPERATURE	HUMIDITY	WIND		Hour Local Standard Time												
		Inches	Millis.			Direction	Force (Beaufort)		Inches	Millis.			Direction	Force (Beaufort)													
Wladivostok ...	12	30.23	769.0	14	...	NE	2	0	6	30.08	763.9	4	...	NNE	2	c											
Nemuro	11	29.90	769.5	...	...	WNW	5	...	5	30.08	764.0	...	...	WSW	1	...							
Hokodate	"	30.14	765.5	...	...	WNW	3	...	"	30.04	763.0	...	...	NNW	1	...							
Tokio	"	30.14	765.5	...	...	N	2	...	"	30.10	764.5	...	...	N E	1	...							
Kochi	"	30.24	768.0	...	...	...	0	...	"	30.18	766.5	...	...	WSW	5	...						
Nagasaki	"	30.31	770.0	...	...	...	1	...	"	30.22	767.5	...	...	NW	1	...						
Kaposhima	"	30.25	768.5	...	...	NNE	0	...	"	30.20	767.0	...	...	N	2	...							
Oshima	"	30.20	767.0	...	...	...	1	...	"	30.20	767.0	...	...	N	3	...						
Naha	"	30.16	766.0	...	...	NNE	1	...	"	30.18	766.5	...	...	NE	2	...							
Ishigakijima	"	30.16	766.0	...	...	N	1	...	"	30.10	764.5	...	...	WNW	0	...							
Bonin Island	"	30.02	762.5	...	...	WNW	4	...	"	30.50	769.6	28	88	NW	4	...									
Chefoo	15	30.16	766.0	33	90	NW	4	b	6	30.50	774.6	35	87	WNW	1	b											
Shanghai	14	30.41	772.5	37	44	WNW	4	b	6	30.50	774.7	32	90	NW	4	b											
Gutzlaff	"	30.41	772.4	36	100	NW	4	b	6	30.50	774.7	32	90	NW	4	b											
Sharp Peak	"	30.17	766.3	54	68	NE	1	o	6	30.26	768.6	47	77	ENE	1	o											
Amoy	"	30.23	767.6	56	75	NNW	2	o	6	30.28	769.1	52	73	ENE	4	o											
Swatow	"	30.27	768.9	57	93	...	0	r	5	30.31	769.9	49	80	N	1	o											
Taihou	11	30.22	767.7	54	...	N	2	b	5	30.26	768.6	55	96	E	2	o											
Taihu	"	30.19	766.8	70	...	N	2	b	5	30.21	767.4	55	...	N	2	o											
Tainan	"	30.17	766.2	70	...	...	0	0	5	30.15	765.9	55	...	NNE	4	b									
Koshun	"	30.24	768.0	59	...	NNE	0	0	5	30.13	765.3	63	...	NNW	2	b											
Pescadores	"	30.22	767.5	54	53	WNW	2	0	6	30.19	766.8	61	...	NNE	6	o											
Hong Kong	14	30.22	767.5	54	53	NNW	2	0	6	30.24	768.1	45	69	...	0	b											
Gap Rock	"	30.22	767.5	54	53	NNW	2	0	6	30.23	767.8	...	...	NNE	4	b									
Macao	"	30.26	768.6	46	59	N	4	0	...	30.24	768.0	43	62	N	4	b											
Hoihow	"	30.14	765.5	69	69	NNE	3	0	...	30.16	768.0	66	74	NE	4	o											
Pratas Island...	"	30.28	769.2	37	51	NNW	4	0	7	30.81	769.8	50	79	NNE	4	b											
Philines	15	30.13	765.3	64	...	N	4	6	...	29.17	766.2	64	...	NNW	4	o											
Tourane	"	29.92	759.9	79	...	ENE	4	b	...	29.98	761.4	73	...	ENE	7	o											
Cape St. James ..	"	30.01	762.3	73	75	NNE	4	0	6	...	...	...	...	...	...	...				
Basco	14	29.98	761.4	79	69	N	4	0	...	30.02	762.6	73	79	NE	4	o											
Aparr	"	29.94	760.0	79	69	N	4	0	...	...	...	...	...	...	...	...			
Tuguegarao	"	29.94	760.0	79	66	N	4	0	...	...	...	...	...	...	...	...			
Vigan	"	29.98	759.5	79	66	N	4	0	...	...	...	...	...	...	...	...			
Manila	"	29.87	758.7	81	69	S	2	0	...	29.94	760.5	72	96	NE	2	o											
Legaspi	"	29.85	758.1	84	81	NNE	2	0	...	29.87	758.7	79	90	N	4	o											
Calbayog	"	29.85	758.1	79	80	N	4	0	...	...	...	...	...	...	...	...			
Talloban	"	29.81	757.2	82	67	N	4	0	...	...	...	...	...	...	...	...			
Nailo	"	29.81	757.2	82	63	NE	6	0	...	...	...	...	...	...	...	...			
Cebu	"	29.80	756.9	86	61	NE	4	0	...	...	...	...	...	...	...	...			
Surigao .....	"	...	...	...	...	...	...	...	5	...	...	...	...	...	...	...				
Saipan .....	"	...	...	...	...	...	...	...	4.22	...	...	...	...	...	...	...				
Guan	12.22	29.74	755.4	...	...	E	4	0	5	29.75	755.7	...	...	ENE	2	o							
Yap	11.00	29.68	753.9	...	...	SE	2	0	5	...	...	...	...	...	...	...				
Pelew .....	"	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Fonape .....	"	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Labuan	14	29.80	756.9	86	68	NE	2	b	6	29.83	757.7	78	78	NE	4	b											

December 24d. 10A. 52m.—The anticyclone remains central over the lower Yangtze Valley.
Fresh monsoon along the S.E. coast of China and over the China Sea.
Manila warning, 23d. 11A. 00m.—Typhoon in Lat. 14° N. Long. 138° E., moving N.W. Recd. 23d. 17A. 30m.
Shanghai warning, 23d. 14A. 55m.—Typhoon of unknown intensity within 120 miles of Lat. 16° N. Long.
142° E., moving N.N.E. Recd. 23d. 15A. 18m.
Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1, 69.68 inches, against an average of 82.86 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON DECEMBER 25.

- 1.—Formosa Channel N.E. winds, strong.
2.—South coast of China between Hong Kong and Lamocks
3.—Hong Kong to Gap Rock N.E. winds, fresh; fair.
4.—South coast of China between Hong Kong and Hainan

T. F. CLAXTON, Director.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, December 24.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	30.19	30.30	30.17
Temperature	53	56	59
Humidity	51	56	57
Wind	N	Calm	Calm
Force	2	0	0
Weather	B	B	0
Rain	0.00	0.00	0.00
Highest open-air Temperature	23.54		
Lowest open-air Temperature	24.45		
B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.			

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HONG KONG TIDE TABLE.

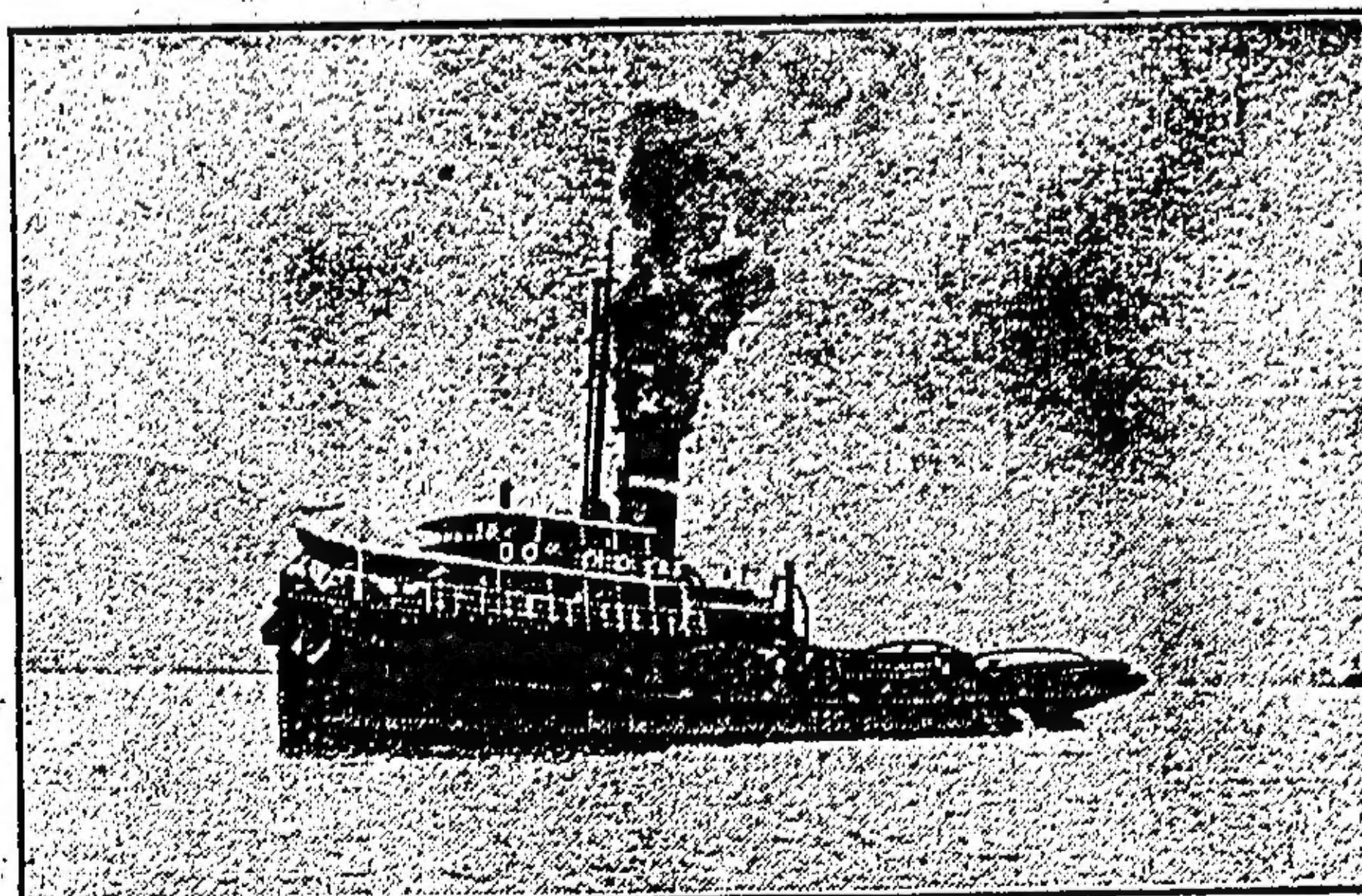
From December 25 to 31, 1929.

Days of Week	Date of Month	High Water		Low Water	
		Hong Kong Standard Time	Height	Hong Kong Standard Time	Height
Wed.	25	h. m.	6.52	h. m.	11.21
Thur.	26	h. m.	6.59	h. m.	11.27
Fri.	27	h. m.	6.54	h. m.	11.59
Sat.	28	h. m.	7.11	h. m.	12.04
Sun.	29	h. m.	7.40	h. m.	12.34
Mon.	30	h. m.	8.10	h. m.	12.38
Tues.	31	h. m.	8.41	h. m.	12.42

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To	STEAMSHIP	DATE
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	"YATSHING"	Wed., 1st Jan., at 7 a.m.
	"KWONGSANG"	Sun., 5th Jan., at 7 a.m.
	"CHAKSANG"	Wed., 8th Jan., at 7 a.m.
OSAKA via AMOY, MOJI & KOBE	"KUMSANG"	Wed., 1st Jan., at 7 a.m.
OSAKA via AMOY, SHANGHAI, MOJI & KOBE	"HOSANG"	Sun., 19th Jan., at 7 a.m.
	"NAMSANG"	Fri., 31st Jan., at 7 a.m.
SINGAPORE, PENANG & CALOUTTA	"KUTSANG"	Mon., 30th Dec., at 3 p.m.
	"YUENSANG"	Mon., 8th Jan., at 3 p.m.
	"SUISANG"	Fri., 17th Jan., at 3 p.m.
SANDAKAN	"MAUSANG"	Mon., 30th Dec., at 3 p.m.
	"HINSANG"	Mon., 8th Jan., at Noon
TIENTSIN via FOOCHOW & WEL-HAI-WEI	"CHIPSEING"	Sun., 12th Jan., at 7 a.m.
	"CHEONGSEING"	Fri., 24th Jan., at 7 a.m.

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Motor Vessel "GLENAMORY" ... 10th January

Motor Vessel "GLENMARRY" ... 20th January

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	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPEROR OF CANADA	Jan. 15	Jan. 19	Jan. 21	Jan. 23	Jan. 31
EMPEROR OF RUSSIA	Feb. 12	Feb. 15	Feb. 18	Feb. 20	Mar. 1
EMPEROR OF ASIA	Mar. 5	Mar. 8	Mar. 11	Mar. 13	Mar. 22
EMPEROR OF CANADA	Mar. 19	Mar. 22	Mar. 25	Mar. 27	Apr. 4
EMPEROR OF RUSSIA	Apr. 9	Apr. 12	Apr. 15	Apr. 17	Apr. 26
EMPEROR OF ASIA	Apr. 30	May 3	May 6	May 8	May 17
EMPEROR OF CANADA	May 19	May 22	May 25	May 27	Jun. 3
EMPEROR OF RUSSIA	Jun. 4	Jun. 7	Jun. 10	Jun. 12	Jun. 21
EMPEROR OF ASIA	Jun. 25	Jun. 28	Jul. 1	Jul. 3	Jul. 12
EMPEROR OF CANADA	Jul. 10	Jul. 13	Jul. 16	Jul. 18	Jul. 25
EMPEROR OF RUSSIA	Jul. 23	Jul. 26	Jul. 29	Jul. 31	Aug. 9
EMPEROR OF ASIA	Aug. 7	Aug. 10	Aug. 13	Aug. 15	Aug. 23
EMPEROR OF CANADA	Aug. 20	Aug. 23	Aug. 26	Aug. 28	Sept. 6
EMPEROR OF RUSSIA	Sept. 17	Sept. 20	Sept. 23	Sept. 25	Sept. 19
EMPEROR OF ASIA	Oct. 2	Oct. 5	Oct. 8	Oct. 10	Oct. 17
EMPEROR OF CANADA	Oct. 15	Oct. 18	Oct. 21	Oct. 23	Oct. 31
EMPEROR OF RUSSIA	Nov. 1	Nov. 4	Nov. 7	Nov. 9	Nov. 14
EMPEROR OF ASIA	Nov. 12	Nov. 15	Nov. 18	Nov. 20	Nov. 29

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Jan. 13, 5 p.m.	Jan. 15	EMPRESS OF RUSSIA	Jan. 15

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TENYO MARU ... Thursday, 23rd Jan.

SEATTLE, VICTORIA via Shanghai & Japan Ports.

MISHIMA MARU ... Tuesday, 14th Jan.

IYO MARU ... Tuesday, 28th Jan.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM, via Singapore, Penang, Colombo & Suez.

SUWA MARU ... Saturday, 28th Dec.

FUSEIMI MARU ... Saturday, 11th Jan.

SYDNEY & MELBOURNE via Manila & Port.

TANGO MARU ... Wednesday, 25th Dec.

AKI MARU ... Wednesday, 22nd Jan.

BOMBAY via Singapore, Penang & Colombo.

TOTTORI MARU ... Friday, 27th Dec.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Port.

KAMAKURA MARU ... Thursday, 2nd Jan.

NEW YORK, BOSTON via PANAMA.

TATSUNO MARU ... Tuesday, 14th Jan.

LIVERPOOL via Port Said, Constantinople, Genoa & Marseilles.

DURBAN MARU ... Friday, 10th Jan.

CALCUTTA via Singapore, Penang & Rangoon.

AKITA MARU ... Sunday, 29th Dec.

SHANGHAI, KOBE & YOKOHAMA.

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BENGAL MARU ... Friday, 27th Dec.

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YESTERDAY'S FREIGHT RETURNS.

IMPORTS 14,600 TONS;
THROUGH CARGO 20,800 TONS;

Cargo returns shown at the Harbour Office during the 24 hours ended at 9 a.m. yesterday by vessels arriving in Hong Kong were as follows:—

British	Cargo for	Through
Yingchow	350	—
Chusan	—	—
Shanghai	1,910	3,080
New Mathilde	1,360	—
Urbino	600	—
Philadelpia	70	—
Shanghai	—	—
Maunsang	3,100	50
Sandakan	—	3,100
American	—	—
Everett	770	600
Tacoma	—	—
Pres. Cleveland	360	700
Golden Sun	200	3,320
Los Angeles	—	1,330
German	—	—
Imar	—	5,400
Yokohama	—	—
Norwegian	—	—
Norviken	200	1,720
Samarinda	—	—
Swedish	—	—
Canton	—	510
Dalny	—	—
Japanese	—	—
Manila Maru	500	2,600
Kobe	—	—
Unyo Maru	350	3,080
Manila	—	—
Daishu Maru	4,470	—
Milke	—	5,320
Total	14,640	20,880

ARRIVALS AND DEPARTURES.

The arrivals and departures during the period under review were as follows:—

	Arr.	Dep.
British	6	6
American	3	3
German	1	2
Norwegian	1	0
Swedish	1	0
Japanese	4	3
Chinese	1	0
Danish	0	2
French	0	2
Portuguese	0	1
Total	17	19

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

New Mathilde (Br.) Hai-phong and Pakhoi	33
Maunsang (Br.) Sandakan	14
Pres. Cleveland (American)	80
Manila (Nor.) Samarinda and Sandakan	66
Manila Maru (Jap.) Kobe and Nagasaki	814
Total	1,007

ARRIVALS.

December 23.

Daishu Maru, Japanese str., 1,861 tons, Capt. T. Tori, from Miki, Yamato.—M.B.K.
Mau Sang, British str., 2,063 tons, Capt. G. F. Matthews, from Sandakan, lying at Yumati anchorage.—Jardine, Matheson & Co.

December 24.

Anhui, British str., 2,080 tons, Capt. G. H. Pennefather, from Amoy, buoy No. B11.—B. & S.
Canton, Swedish str., 4,501 tons, Capt. S. W. Hollberg, from Shanghai, buoy No. A3.—Gilman & Co.
Delagoa Maru, Japanese str., 7,148 tons, Capt. S. Hamaguchi, from Singapore, Kowloon Wharf.—N.Y.K.
Hai Yang, British str., 1,363 tons, Capt. W. G. Erwin, from Fochow and Coast, Kowloon Wharf.—Dollar S.S. Co., Ltd.
Hop Sang, British str., 1,359 tons, Capt. P. R. Gay Cuming, from Canton, Kowloon Wharf.—J. M. & Co.

Norviken, Norwegian str., 1,779 tons, Capt. Robert Jensen, from Sandakan, buoy No. B48.—J.C.J.L.
Patrolus, British str., 6,910 tons, Capt. G. T. Clark, from Shanghai, buoy No. A32.—B. & S.
Stella Polaris, Norwegian str., 5,020 tons, Capt. H. Ellifsen, from Manila, Kowloon Wharf.—Wallem & Co.

Tango Maru, Japanese str., 6,892 tons, Capt. M. Nakamura, from Nagasaki, Kowloon Wharf.—N.Y.K.
Van Heutz, Dutch str., 2,749 tons, Capt. G. Groothoff, from Singapore, buoy No. A4.—J.C.J.L.
Ying Chow, British str., 1,216 tons, Capt. W. G. McKenzie, from Canton, buoy No. C45.—B. & S.

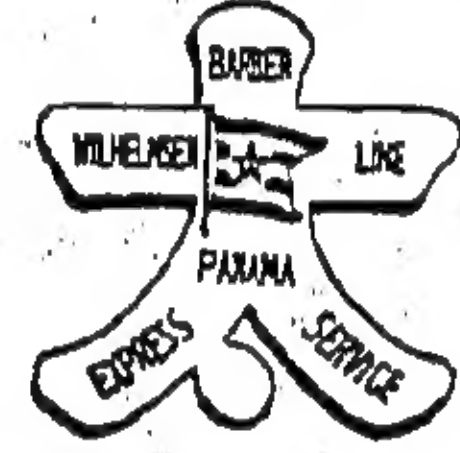
CLEARANCES.

December 24.

Canton, for Manila.
Cheongshing, for Swatow.
Clara Jensen, for Saigon.
Delagoa Maru, for Shanghai.
Dux, for Bangkok.
Fingal, for Whampoa.
Haiyang, for Swatow.
Kalgan, for Hoihow.
New Mathilde, for Hoihow.
Norviken, for Shanghai.
Patrolus, for Miki.
Patrolus, for Singapore.
Prominent, for Saigon.
Shansi, for Ningpo.
Sunning, for Swatow.
Tai Lee, for Taingtao.
Tanjong, for Whampoa.
Towa Maru, for Hoihow.
Urbino, for Hoihow.
Utrecthe, for Swatow.
Van Heutz, for Swatow.
Waiching, for Swatow.
Yingchow, for Amoy.

SHIPS IN HARBOUR.

The following ships were in harbour yesterday:—
Warves.—Kowloon: Manila Maru, Seattle Maru, Delagoa Maru; Holt's: Tathylus; China Merchants: Tai Poo Sek; O.S.K.: Menado Maru; Douglas Lapraik: Haiching, Haiyang.
Docks.—Kowloon: Kulsang, Tai Lee, Sui Tai, Hin Sang, Argonauta, Venezia, Hang Sang, Taikeo; Sankiang, Kiangsu, Oil Reliance, Taiyo Maru; Cosmopolitan: Hai Hing.
Buys.—A3 Canton, A4 Van Heutz, A5 Urbino, B9 Sunning, B13 Kalgan, C15 Tai Lee, C17 Lushan Maru, B21 Ribera, A26 Norviken, B32 Waiching, C33 Cheongshing, C35 Clara Jensen, B36 Ansan Maru, C37 Shansi, C39 Biemshaven, C40 Prominent, C41 Helias, C42 Towa Maru No. 1, C43 Dux, C44 New Mathilde, C45 Yingchow, C47 Helikon, B50 Tanjong, A52 Patrolus, C33 Fingal.



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UNITED KINGDOM & CONTINENT

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NEW YORK, BOSTON & BALTIMORE

"URBINO" ... via Suez Canal ... 25th December

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TAKING CARGO FOR

STRAITS, JAVA, BUKHARA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MADRAGUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government)

Steamship	Tons	From Hongkong (about)	Destination
"KHYBER"	9,114	25th Dec, Noon	Mars, L'don, Hull, H'bg, B'dm, & [A]werp
"RAJPUTANA"	16,568	4th Jan.	B'bay, Mars, L'don.
"LABORE"	8,304	11th Jan. (Mars)	L'don, Hull, H'bg, B'dm, & A'werp
"KEIWA"	9,135	18th Jan.	Mars, London, R'dm, & A'werp
"MIRZAPORE"	6,715	22nd Jan.	Straits, Colombo & Bombay
"JEYPORE"	5,318	25th Jan. (Mars)	L'don, Hull, H'bg, B'dm, & A'werp
"MANTUA"	10,946	1st Feb.	Bombay, Marseilles and London
"KARNATA"	9,123	13th Feb.	Mars, L'don, Hull, H'bg, B'dm, & A'werp
"KIDDERPORE"	5,334	18th Feb.	Straits, Colombo & Bombay
"MACDONIA"	11,120	1st Mar.	Marseilles and London
"KASHMIR"	8,865	8th Mar. (Mars)	L'don, Hull, H'bg, B'dm, & A'werp
"KALYAN"	9,144	15th Mar.	Mars, L'don, Hull, H'bg, B'dm, & A'werp
"RAWALPINDI"	16,619	22nd Mar.	Bombay, Marseilles and London
"MALWA"	10,980	12th Apr.	Bombay, Marseilles and London
"RAJPUTANA"	16,568	26th Apr.	Bombay, Marseilles and London
"KASHGAR"	9,005	10th May	Mars, L'don, B'dm, & A'werp
"MANTUA"	10,946	24th May	Bombay, Mars, & London
"KHYBER"	9,114	31st May (Mars)	L'don, Hull, H'bg, B'dm, & A'werp
"KEIWA"	9,135	7th June	Marseilles & London
"RAJPUTANA"	16,601	21st June	Bombay, Marseilles & London

* Cargo only. * Calls Casablanca.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Red Sea Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong	Destination
"TILAWA"	10,006	27th Dec, 3 p.m.	Singapore, Penang & Calcutta
"TALAMBA"	8,018	6th Jan.	do.
"TAKADA"	6,949	19th Jan.	do.
"TALMA"	10,000	28th Jan.	do.
"SHIRALA"	7,841	8th Feb.	do.
"TAKIWA"	7,836	18th Feb.	do.
"TILAWA"	10,006	3rd Mar.	do.

* Calls Rangoon.

B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong	Destination
"ST. ALPANS"	4,500	3rd Jan, 1930	Manila, Sandakan, Thursday
"NELORE"	6,853	31st Jan.	Island, Townsville, Brisbane, Sydney and Melbourne.
"TANDA"	6,956	25th Feb.	do.

* Calls Port Holland.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hanko, Cebu, Kolambagan, Tawao, Timor, Darwin, or other ports en route as induced by the market.

Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand

Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong	Destination
"MIRZAPORE"	6,715	18th Dec, 6 a.m.	Shanghai, Moji & Kobe.
"TAKADA"	6,949	19th Dec, 6 a.m.	Amoy, S'hai, Moji, Kobe &

